

Mails.

NORDDEUTSCHER LLOYD,

BREMER.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

KUDAT and SANDAKAN..... "BORNEO" TUESDAY, the 2nd Feb., 9 A.M.
 Capt. F. Sembill

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN..... "LUTZOW" WEDNESDAY, 10th February, Noon.
 Capt. C. Dowers

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 30th January, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
 TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA, SALAZIE..... Alland 1st Feb., P.M.
 MARSEILLES, VIA PORTS..... SYDNEY..... Rebutat 2nd Feb., at 1 P.M.
 SHANGHAI, KOBE, YOKOHAMA..... TOURANE..... Lancelin 15th Feb., P.M.
 MARSEILLES, VIA PORTS..... POLYNESIAN..... Broc 16th Feb., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 18th January, 1909.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
 BETWEEN
 JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	SHANGHAI	1st half Feb.	JAVA	1st half Feb.
TJILATJAP	JAVA	1st half Feb.	JAVA	1st half Feb.
TJIPANAS	JAVA	1st half Feb.	AMOI	1st half Feb.
TJIBODAS	JAVA	1st half Feb.	JAPAN	2nd half Feb.
TJIKINI	JAPAN	2nd half Feb.	JAVA	2nd half Feb.
TJILIWONG	JAVA	2nd half Feb.	JAPAN	2nd half Feb.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st floor,
 Hongkong, 30th January, 1909.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-NUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS.

WEST RIVER BRITISH STEAMSHIP CO., LTD.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 55 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 878, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Ideberg, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,500 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,500 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line
 Departure from Hongkong at 10 P.M. (Saturdays excepted).
 Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent Cuisine and first class berths in Canton opposite the Customhouse.

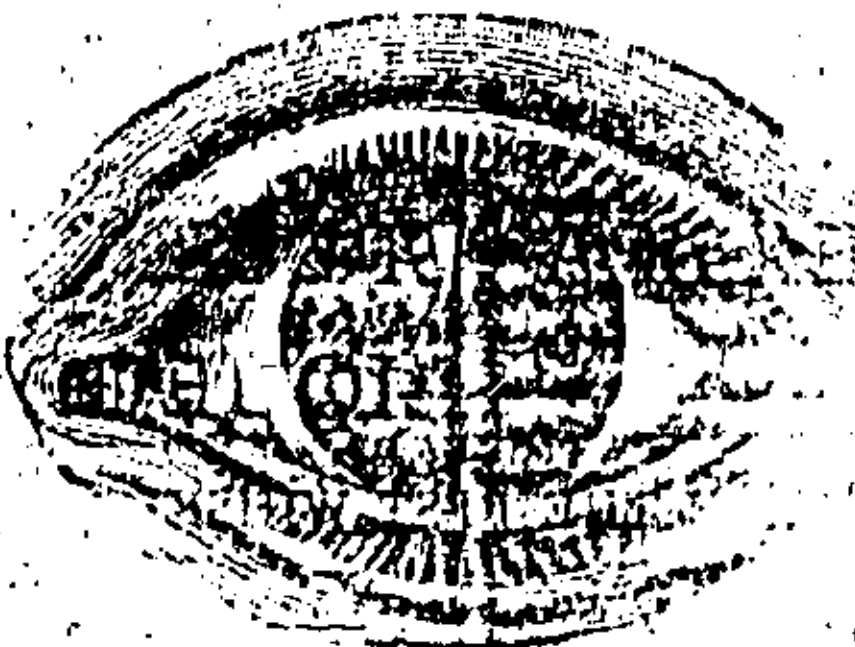
For further particulars, please apply to the COMPANY'S OFFICE at Shagreen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

Intimations.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON, CALCUTTA, SHANGHAI,
 1, John Street, Bedford Row, W.C. 50, Canal Street, 566, Nanking Road.
 Hongkong, 4th March 1908.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
 Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged, invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.
 Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL ADVERTISING CEMENT.

CLETEAS is a MELISSA and MINT cordial, which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
 COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
 11, LOMBARD STREET, 11 & 12, Hongkong.

THE IMPORT OF FLOUR.

The import of flour into Japan has shown a gradual decrease since 1903. The decrease is due to the development of the flour-mill industry in Japan, which, furthermore, is suffering from over-production with the result that the import of wheat also shows a decrease. In 1903 the import amounted to over 500,000 koku, but last year it declined to about 222,000 koku. This is attributed partly to an increased cultivation of wheat in Japan. The import of flour each year during the past eleven years was as follows—

Year.	Quantity.
1898.....	555,814 koku
1899.....	476,004 "
1900.....	337,895 "
1901.....	342,478 "
1902.....	289,163 "
1903.....	838,241 "
1904.....	773,212 "
1905.....	745,459 "
1906.....	638,298 "
1907.....	493,355 "
1908.....	289,190 "

THE CASTAWAYS.

WRECKED CREW'S PERIL ON ANTARCTIC ISLAND.

The Antarctic Islands seem to be the only desert islands where lonely shipwrecks are any longer possible—now all the charts are scored with routes. Those islands still lie beyond the reach of all save the storm-tossed, lured far past the track of the world's ships.

Fuller particulars have now arrived of the wreck on Antipodes Island, in the far Southern Ocean, of the French barque *Felix Faure*. Antipodes Island has all the characteristics of the islands of the Auckland group to the westward, where the survivors of the wrecked barque *Dundonald's* crew were rescued, long after they were wrecked.

The *Felix Faure*, under Capt. Noel, carried 22 men, and hit the island in a fog. The men had little notion of their neighbourhood, but launched a lifeboat, which was promptly capsized, and they were washed ashore on a beach.

Not knowing where they were, soaked, cold, and hungry, the captain and his men stumbled about the darkness of the wild spot, by chance hitting upon a hut built there for castaways by the British Government. There is no doubt it saved their lives. They found six bunks in the hut, some nails and a file, matches, plates, forks and knives, provisions sufficient for six men for three weeks, and a quart of brandy. Roughly painted on the door of the hut was the name of the place where they were, its latitude and longitude.

ISOLATED.

The island is a desolate and forbidding place, of no great size, with a surrounding ocean which is famous for its gigantic waves and almost ceaseless storms.

Unless help came soon it was plain they must starve. Then they discovered the island was the resting-place of a great albatross colony. The young of that big bird were well-grown, and did not make such bad fare. Sleds, guns, and food were found in the hut. To get, and for three days the men had practically nothing to eat. Then they found one morning that flocks of penguins had arrived, and so were once more relieved for a time. The penguin, it is well known, is no better than train-oil; but when, after a few weeks' stay, the penguins migrated too, the castaways saw their end draw noticeably close again.

SAVED BY A SHARK.

In this extremity they were saved by a shark. One of the crew fell into the water, and got out again just in front of a monster shark. The idea struck the captain that the brute might be lured in by a display of human bait. The trick was tried, a man being fastened to a line and held over the rocks in a promising way. The lure succeeded, and the impetuous shark got aground in a pool and was killed.

After the shark was eaten an insufficient supply of fish and crabs (obtained by the crudest gear) kept the men alive. Affairs had reached nearly zero when the skeletons of some cattle were found, and near by the fresh hoof prints of another beast. Him they found and killed. It appears that when the food cache was made by the authorities, a bull and a cow had been left on the island. Both had died, but their offspring had survived to live a miserable existence for about 12 months, when the crew of the *Felix Faure* found him, mere hide and bones.

Ultimately H.M.S. *Pegasus* called that way to inspect the hut and its contents, and rescued the crew of skeletons in rags. Fortunately, during the voyage to Sydney, N.S.W., the men all recovered and gained weight.

GREATEST EARTHQUAKES ON RECORD.

A.D. 741.—Syria, Palestine, and Asia Minor: More than 500 towns destroyed; loss of life surpassed calculation.
 1137.—Catala in Sicily; 15,000 people buried.
 1180.—Calabria: a city and all inhabitants swept to Adriatic.
 1656.—Naples: 30 towns ruined, 70,000 lives lost.
 1697.—Schinaki: lasted 3 months; 80,000 perished.
 1693.—Sicily: 354 towns and villages destroyed; over 100,000 lives lost.
 1703.—Jeddah: 200,000 perished.
 1791.—Pekin: 100,000 people swallowed up.
 1795.—Lisbon: in 8 minutes nearly all the houses and over 50,000 inhabitants swallowed immense damage throughout Spain, Morocco, Madeira, and Greek Islands. This awful earthquake extended 5,000 miles.
 1868.—Chili: Peru, and Ecuador: damage estimated at £60,000,000.
 1883.—Krakatoa: 35,000 killed; lighthouses in Straits of Sunda swallowed; mountains split up and disappeared; town of Ajoer, swamped by a wave.
 1890.—North Japan: 20,000 persons drowned by tidal wave, as the result of an earthquake.
 1907.—St. Pierre (Martinique): 30,000 inhabitants destroyed by Mount Pelée.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

- Signal No.
1. A CONE point upwards. Indicates a Typhoon to the North of the Colony.
 2. A CONE point upwards and DRUM below. Indicates a Typhoon to the North-East of the Colony.
 3. A DRUM. Indicates a Typhoon to the East of the Colony.
 4. A CONE point downwards and DRUM below. Indicates a Typhoon to the South-East of the Colony.
 5. A CONE point downwards. Indicates a Typhoon to the South of the Colony.
 6. A CONE point downwards and BALL below. Indicates a Typhoon to the South-West of the Colony.
 7. A BALL. Indicates a Typhoon to the West of the Colony.
 8. A CONE point upwards and BALL below. Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force, at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	San Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Harbour Office.

F. G. FROE,
 Director.

Intimation.

Powell's

ANNUAL CASH CLEARANCE SALE

Now
PROCEEDING.

Remnants
of
Dress
Materials,
Laces,
Ribbons,
Flannels,

etc., etc.,

at
HALF PRICE.

GREAT
BARGAINS
in all
Departments.

POWELL'S
ALEXANDRA
BUILDINGS,
and
28, Queen's Road,
HONGKONG.

Hongkong, 30th January, 1909.

Entertainment

ALEXANDRA
CINEMATOGRAF,
2, Zetland Street.

To-night & Every Night,
FAMILY PROGRAMME.
NO ARTISTES BUT ONLY THE
LATEST

PATHE
FILMS
ENTIRE CHANGE OF PROGRAMME
Every
MONDAY AND THURSDAY.

These films have never been
shown in Hongkong by any other
Cinematograph.

Programmes to be had at the door.
Hours from 9 to 11 p.m.
Hongkong, 28th January, 1909.

Intimations.

THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for
COLONIAL and OVERSEAS MEM-
BERS; it is situated at No. 84, Piccadilly (the
centre of Clubland), opposite the Green Park.

The Club has a Bridge Section, Reception,
Dining, Billiard Room, Smoking Lounge,
Reading Room and Library.

Ladies are eligible as Members.
Entrance Fee, Five Guineas, Annual Sub-
scription, Five Guineas.

Further particulars from
THE ORGANISING SECRETARY,
84, Piccadilly, W.
London, 19th August, 1908.

PHILATELIC NOVELTY
suitable for
PRESENTS.

PACKS OF USED POSTAGE STAMPS.
Containing:

All Asiatic Stamps.	All Chinese Stamps.
4,000 for \$4.50	4,000 " 3.50
3,000 " 7.00	3,000 " 3.50
2,000 " 5.00	2,000 " 2.50
1,000 " 2.00	1,000 " 1.50
500 " 1.00	500 " 1.00

Also Stamps in Packets and Sets, and other
Philatelic Requisites at prices to suit every-
body.

VIEW POSTCARDS, ALBUMS, HINGES,
RAFAEL TUCK'S TOY BOOKS AND
RELIEF SCRAPES,
MANILA CIGARS AND CIGARETTES,
&c., &c., &c.
Inspection invited.
GRACA & Co.,
No. 27, Des Vaux Road.

D. NOMA,
PROFESSIONAL TATTOOER
AND
THE EXPERT REMOVER OF TATTOO
MARKS,
No. 60 QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then
H. R. H. The Duke of York, and
H. R. H. The Emperor of Russia, and having
4,500 testimonials from all sources.

My 34 years' experience in tattooing is a
guarantee of good work and prompt execution.
My colours are absolutely fast and perfectly
harmless, and produce a charming effect not
attainable by any other, as their composition is
only known to me. In tattooing unlike some
species of engravings, care must be taken to
have the work done in a perfect, high toned
manner. In order to take special precaution
against possible dangers, I use fresh materials
daily.

The copying of Portraits with distinct
minuteness a speciality.
Hongkong, 1st September, 1908.

THERAPION MAY NOW ALSO BE OBTAINED
IN DRAGGE (TASTELESS) FORM.

THE NEW FRENCH REMEDY
TRADE MARK

THERAPION No. 1

This successful and highly popular remedy, used in
the Continental Hospitals by Scurd, Kottan, Robert,
&c., and others, combines all the desiderata to be
sought in a medicine of the kind, and surpasses every
other in its efficacy.

THERAPION No. 2

This is a powerful purgative, and is used in the
Continental Hospitals by Scurd, Kottan, Robert,
&c., and others, and is highly recommended by
all the leading medical authorities.

THERAPION No. 3

This is a powerful purgative, and is used in the
Continental Hospitals by Scurd, Kottan, Robert,
&c., and others, and is highly recommended by
all the leading medical authorities.

Sold by all Chemists.

Intimations.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LTD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Underwritten and Executed.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 19th March, 1908.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆廣李

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

No. 39, DES VEAUX ROAD CENTRAL.
The only shop in Hongkong with this n. m.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., Firms and other
leading Establishments in the Colony, to
whom reference can be made as to the
Superior Workmanship and Materials of the
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as
follows:

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 14th August, 1908.

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "GAZEE,"
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 1st February will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
25th February, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 1st February, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, 25th January, 1909.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLUECH,"
FROM MIDDLESBROUGH, ANTWERP,
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 2nd prox. will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
9th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 2nd prox., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 27th January, 1909.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NORE,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 3rd February, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an
appointed hour.

All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.
No claims will be admitted after the goods
have left the Godowns.
E. A. HEWETT,
Superintendent.

Hongkong, 28th January, 1909.

FORMOSAN SUGAR.

WITHDRAWAL OF SPECIAL PRIVILEGES.

A Tokyo dispatch to the *Asahi* reports that
the Government has given strict instructions to
the Formosan Government to withdraw the
special privilege accorded to sugar produced
in Formosa and to impose excise in rigid
conformity with the provisions of law. Su-
gar produced in Formosa is generally of
medium quality, and corresponds to the third
quality specified by law. This is liable to ex-
cise at the rate of Y8.50 per picul, but by the
special privilege extended to the Formosan
product, the excise imposed on the latter has
hitherto not been more than Y3, the amount
payable on the first quality or crude sugar.
Under this protective policy, the original cost
of Formosan sugar does not exceed Y9.50 per
picul, including Y1 excise and Y6.50 for pro-
ducing expenses and freight. The scheme
of the sugar-refining companies in Formosa
has now been frustrated. They hoped, it is
said, to take contracts to sell their production
at about Y13.50, reap the profit of Y4 on each
picul, and thus pay a dividend at the rate of 20
or 30 per cent. The Formosan sugar refining
companies have started a vigorous agitation to
force the authorities to withdraw the order. In
this campaign they have the assistance of Mr.
Fujita Shiro, formerly Vice-Minister of Agri-
culture and Commerce, who is a son-in-law of
Marquis Ito.

JUDGE RUFUS H. THAYER.

Rufus Hildreth Thayer, the new judge of the
U. S. Court for China, is a native of Plymouth,
Michigan, and is about fifty-five years of age,
his father having removed from Massachusetts
to Michigan in the early part of the last cen-
tury. He was born on a farm, and graduated
from the literary department of the University
Michigan with the degree of bachelor of arts
subsequently receiving the master's degree.

He was in the same class with Justice Day
of the United States Supreme Court, Judge
Peckfield, later, solicitor of the State Depart-
ment, Dr. Bernard Moses of the University of
California, and later a member of the Philippine
Commission, and Alfred Noble, the distinguish-
ed civil engineer, and member of several canal
commissions, a class conspicuous in the history
of the university.

After graduation he was assistant librarian of
the University for a time, and later went to
Washington and accepted an appointment in
the Library of Congress under Mr. Spofford.
He studied law in the law department of
Columbia University (now George Washing-
ton), taking the degree of bachelor of law, and
was admitted to the bar of the Supreme Court
of the District upon examination before
Judge Vincent.

After serving for some years as law clerk,
Treasury and was intimately associated with
the important administrative work of the office.

During Mr. Cleveland's first administration
he resigned and entered upon the practice of
law in Washington in partnership with Fred
G. Coldren, now of the firm of Coldren and
Fenning. Later the firm was enlarged by the
admission of Mr. Omar D. Conger, late a sena-
tor from Michigan. The firm was later reor-
ganized under the name of Thayer and Rankin
(John M. Rankin) and has so stood during the
last twenty years. He is a member of the bar
of the Supreme Court of the United States and
of the Court of Claims.

Meanwhile, Mr. Thayer has been an active
and useful citizen. He was for several years a
member of the school board. He was also for
several years judge advocate-general of the
National Guard of the District. He is now one
of the trustees of the Public Library and secre-
tary of that board; also one of the trustees of
the reform school for girls.

He is a member and ex-president of the
Cosmos Club, and a member also of the Chevy
Chase and the University Clubs.

Intimations.

DON'T BUY

ELSEWHERE BEFORE YOU CALL AT

FRENCH STORE

(Opposite ASTOR HOUSE).

NOW SHOWING

A Large and Fancy Assortment of

The Best FRENCH TOYS, DOLLS,

TOM SMITH'S CRACKERS,

CADBURRY'S CHOCOLATE,

PERNOT BISCUITS.

&c., &c., &c.

Hongkong, 21st November, 1908.

GUNS

DIRECT from the manufacturers at lowest
prices. 12 bore Double Breechloaders
from 30s each. Illustrated catalogue of
latest Model Shot Guns, Combination Guns,
Sporting Rifles, &c., post free. D. JAMES &
KEYNOLDS, George Street, Manchester, Lon-
don, &c., England.

Intimations.

THE BRIGHT SIDE
of life. It is a feeling common to the majority
of us that we do not get quite the amount of
happiness we are entitled to. Among the count-
less things which tend to make us more or less
miserable ill health takes first place. Hannah
More said that sin was generally to be attrib-
uted to biliousness. No doubt a crippled
liver with the resulting impure blood, is the
cause of more mental gloom than any other
single thing. And who can reckon up the
fearful aggregate of pain, loss and fear
raising from the many ailments and diseases
which are familiar to mankind; like a vast
cloud it hangs over a multitude no one
can number. You can see these people every-
where. For them life can scarcely be said to
have any "bright side" at all. Hence the
earnestness with which they search for relief and
cure. Remedies like

WAMPOLE'S PREPARATION
have not attained their high position in the
confidence of the people by bald assertions
and boasting advertisements. They are
obliged to win it by doing actually what is
claimed for them. That this remedy deserves
its reputation is conceded. It is palatable as
honey and contains the nutritive and curative
properties of Pure Cod Liver Oil, combined
with the Compound Syrup of Hypophosphites
and the Extracts of Malt and Wild Cherry.
Nothing has such a record of success in Scrofula,
Anemia, Throat and Lung Troubles, and
emanating complaints and disorders, that tend
to undermine the foundations of strength and
vigour. Its use helps to show life's brighter
side. Dr. H. L. Reddy, B. A., M. D., L. R. C. S.,
Edinburgh, L. R. C. P., London, Physician
Woman's Hospital—Professor University of
Bishops College, Canada, says: "I have much
pleasure in stating that I have used it in cases
of debility, and have found it to be a very
valuable remedy as well as pleasing to take."
You can take it with the assurance of getting
well. It never disappoints. Sold by all
chemists.

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that Messieurs
W. K. LOXLEY AND COMPANY, of
Hongkong, have, on the 8th day of December,
1908, applied for the Registration in Hong-
kong, in the Register of Trade Marks, of the
following Trade Marks:

1. The representation of a tea-pot with
the words "W. K. Loxley and Com-
pany" and the Chinese characters
(行洋利士洛) and (聯盛).
2. The representation of a co-ssau on a
perch and the words "Cockatoo Brand"

in the name of W. K. LOXLEY AND COM-
PANY, who claim to be the sole proprietors
thereof.

Each Trade Mark is intended to be used by
the applicants, jointly and in respect of ARTI-
CLES OF CLOTHING in Class 38.

A Facsimile of the Trade Mark can be seen
in the Register of Trade Marks, of the following
date: The 31st day of December, 1908.

DENNIS & BOWLEY,
Solicitors for the Applicants.

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that VIROL,
LIMITED, of 152 to 165, Old Street,
St. Luke's, London, England; Manufacturers,
has, on the 23rd day of December, 1908,
applied for the Registration in Hongkong, in
the Register of Trade Marks, of the following
Trade Mark:

The word
"VIROL"

in the name of VIROL, LIMITED, who
claim to be the sole proprietors thereof.

The Trade Mark has been used by the
applicants in respect of the following goods:
Substances used as food or as ingredients in
food, in Class 42.

A Facsimile of the Trade Mark can be seen
at the Office of the Colonial Secretary of
Hongkong.

Dated the 29th day of December, 1908.

VIROL, LIMITED,
F. J. BOBER FARRELL,
Secretary.

PABST BREWING COMPANY,
MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK

BY
SIEMSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.

Hongkong, 20th July, 1907.

Dentistry.

TSIN TING,

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILLAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. CHAUN

THE LATEST METHOD

OF THE

AMERICAN SYSTEM OF DENTISTRY

15, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.

Hongkong, 15th April 1909.

Intimations.

NOTICE.

ST. JOSEPH'S COLLEGE will RE-OPEN
on MONDAY, February 1st, at 5.30 A.M.
For particulars as to board and tuition,
apply to—

THE HEADMASTER.

Hongkong, 28th January, 1909.

THE CHINA AND MANILA
STEAMSHIP CO., LD.

HONGKONG, AMOY AND MANILA.

AS a special inducement to intend-
ing Visitors to the Philippine
Carnival, we are offering a reduced
fare of \$60 for passage to Manila
and return by our S.S. "ZAFIRO" sail-
ing SATURDAY, the 30th Jan.

Tickets issued at this reduced rate
will be available for return by either
the S.S. "ZAFIRO" leaving Manila
on 7th February or the S.S.
"RUBI" leaving Manila on 13th
February.

Hongkong, 11th Jan., 1909.

NOTICE.

THE only Edition of the RACE BOOK
and PROGRAMMES authorized by the
Stewards of the Jockey Club are those printed
by Messrs. MORRISON & Co.

T. F. HOUGH,

Clerk of the Course,

Hongkong, 19th January, 1909.

RACE BOOKS, 1909.

FOR SALE, PRICES:

LEATHER COVERED\$2.00 each.
CLOTH COVERED 1.75 "
PAPER COVERS 75 "

May be had from
NORONHA & CO.,
Printers to the Hongkong
Jockey Club.

KELLY & WALSH, LD.
W. BREWER & CO.

Hongkong, 29th January, 1909.

NAVAL BAL-MASQUE.

FOUND in the Ladies' Dressing Rooms—
ONE PEARL and PUKOISE
RACE BROOCH. Owner please apply
Dance Secretary, Tamar.

Hongkong, 25th January, 1909.

FOUND.

AT the Club Lusitano, on the 2nd inst.,
with Chinese Gold Coin pendant of "The
Owner can have same on application to—
THE SECRETARY,
Club Lusitano.

Hongkong, 5th January, 1909.

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LIMITED, have now 40,000 cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

G. K. HAXTON,
Manager.

Hongkong, 6th January, 1909.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

HIGH-CLASS
CONFECTIONERY.

We have just unpacked our NEW SEASON'S CONFECTIONERY Imported from the leading London, Parisian and American Houses.

CADBURY'S CHOCOLATES.

IN FANCY BOXES:

CHOCOLATE ALMONDS, CHOCOLATE WALNUTS, CHOCOLATE DE LA REINE, VIENNA CHOCOLATE and others, in Great Variety.

FULLER'S CONFECTIONERY.

COCONUT TAFFY, ALMOND TAFFY, CREME APRICOTS, SUCRE DE LA CREME, CARAMELS, PEPPERMINT LUMPS, MARSHMALLOW BALLS &c., &c., &c.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS
AND
KOWLOON DISPENSARY.

Hongkong, 5th January, 1909.

HONGKONG, SATURDAY, JANUARY 30, 1909.

ON SMOKING.

There is a warning to smokers in the *British Medical Journal* from Professor J. Dixon Mann, of Manchester. For thirty years or more it has been believed that practically no nicotine passes over with the smoke of tobacco, and that therefore none can be absorbed by the smoker. Other constituents of the smoke, especially pyridine, were blamed for such injurious effects as smoking was known to produce. Later and more exact chemical research has shown that the experimental evidence (nearly forty years old) on which these beliefs rested was incorrect. Recent experiments have proved that from one-twelfth to two-thirds of the nicotine in various kinds of cigars passes over in the smoke as pure nicotine. The importance of this discovery is that nicotine is undoubtedly an energetic poison. The chemical experiments have been confirmed by experiments on animals and, by observations of the effect, or rather absence of effect, on healthy non-smokers of smoking nicotine-free tobacco. Professor Mann goes on to consider what the effects of chronic tobacco poisoning are. "The symptoms due to the abuse of tobacco (he writes) are most commonly met with in patients of from 40 to 50 years of age, but many of the early symptoms are frequently met with at an age considerably below forty." The earlier symptoms are those called "functional," everybody knows them—palpitation of the heart, dimness of sight, colour blindness. But both experiments on animals and clinical evidence suggest that these symptoms are the precursors of permanent degenerative changes of the most serious kind, especially of arterial degeneration. In effect, the heavy smoker is threatened with premature old age. "Apart from the greater evils," adds Professor Mann, "how many of these excessive smokers escape dyspeptic troubles. Irritation of the throat, attacks of insomnia with exaggerated cardiac action and undisturbable periods of gloom and depression?" However, "most men, if they choose to smoke, can do so within certain limits without injuring their health." Professor Mann, unfortunately, omits to say whether nicotine-free tobacco is as satisfactory to the smoker as the ordinary alkaloid laden article.

The Spanish Government has decided to place contracts for naval work to the value of about £7,000,000 with the Vickers Syndicate. Most of the work will be done in Spain, the exception being the manufacture of the guns, gun mountings, and armour. Nevertheless, British workmen will be largely employed in Spanish yards.

LOCAL AND GENERAL.

The chief eunuch, Li Lien-Ying, desires to retire from the Palace service, but Grand Councillor Shih Hsi is advising him to remain.

THE Waiwupu has informed the Diplomatic Body in Peking that an audience with the Prince Regent will be granted to them in the current moon.

A SMALL Opium Committee under Mr. M. S. D. Butler, I.C.S., has been appointed to consider certain matters in connection with the cultivation of poppy in India.

YESTERDAY'S bulletin states that Her Excellency Lady Lugard remains in about the same condition since the last report, but with a tendency towards improvement.

His Excellency the Governor has been pleased to recognise Mr. Gaston E. Liebert, Consul for France, as being in charge of the Spanish Consulate in Hongkong until further notice.

PRESIDENT Tih Liang of the Ministry of War has been ordered by the Prince Regent to reorganize the Chinese Navy, but no foreign loan should be contracted in connection with the project.

It is notified in the *Gazette* that Mr. A. Shelton Hooper and Dr. Gerard H. L. Fitzwilliams were duly elected to be members of the Sanitary Board at the Election held on the 20th instant.

NEGOTIATIONS are in progress between the Ministry of Posts and Communications and the Japanese and Russian authorities to recover the control of the telegraph line on the Manchurian railway for the Chinese.

THE Ministry of Education has telegraphed to the Governor of Kiangsi instructing him to act in conjunction with the Educational Commissioner in reforming and improving educational administration in that province.

It is reported that the cost of the Imperial Mausoleum for Emperor Kwang Hsu is estimated at Tls. 5,000,000. Compared with what has been spent in the past on other mausoleums, this is the smallest sum on record.

As the Mongolian Princes have expressed determination to encourage education in their domain, the Government has decided to afford them means of inspecting the various educational institutions after Chinese New Year.

THE Prince Regent is resolved to recall ex-Viceroy Tsen Chun-hsien into active service and has ordered the Grand Council to summon him to Peking by telegram. It is reported that he will be appointed Viceroy of Manchuria.

It is notified that salt may be exported in bond and without payment of duty from India to Hongkong under certain regulations drawn up by the Government of India, which may be seen upon application at the Colonial Secretary's Office.

THE Japanese censor some time ago forbade the importation of the works of Tolstoy. The censor's influence on Macaulay's *Essays* has a pernicious influence on the youthful mind, and these books are also prohibited.

ALTHOUGH suggestions have been made urging the curtailment of the term of ten years fixed for the entire suppression of opium, one of the Grand Councillors has advised that no decision in the matter be come to until after the result of the coming International Opium Commission at Shanghai is known.

THE master of the Japanese steamship *Shobeta Maru* reports that at 11.30 a.m. on the 22nd instant, when in Lat. 22° 16' N. Long. 114° 47' E. with Single Island bearing N. 41° W. (Magnetic) 11 miles off he sighted the upper part of a small vessel's lower mast head, about 12 feet out of the water, with some heavy body attached keeping it quite erect.

THE following description of Sir Cecil Clement Smith appears in a Singapore contemporary:—As Sir Cecil walked up the eastern gangway from the launch, the general remark was how little he had changed, and how well he looked. Both of which were apparent for the cares of office laid aside, our ex-governor is decidedly fairer in the face, and withal of a ruddiness that betokens a healthy country life. There could be little doubt about the man, and still less when his voice was heard, clear and high-pitched, as he addressed, almost the first he recognized, Mr. Seah Liang Seah.

THE Japanese ship *Aso* (ex-*Yokohama*) and *Soya* (ex-*Varyag*) were to reach Yokohama on January 20 from a cruise in Korean and Chinese waters, and will then prepare for a voyage round the world, on which they will start three weeks later. After visiting Hawaii, Vancouver, and Seattle they will proceed to the West Indies via Cape Horn, and to Amsterdam via England. Passing through the Mediterranean, they will visit Alexandria, Port Said, Aden and Persian ports, and reach South China via Colombo and Bombay. They will return to Sasebo in March, 1910, via Cheloo, Taku, Newchwang, Port Arthur, Chemulpo, Fusan and Vladivostok.

It is reported, says the Engineering Supplement of the *Times*, that a company, with a capital of £1,000,000, has been organized for the purpose of establishing a celluloid factory near Sakai, in Japan, which will be the largest of its kind in that country. The plans of the factory are now being prepared, and the machinery and plant have been ordered from Europe. The construction of the factory will be commenced on the completion of the plans, and it is expected that the manufacture of celluloid will be started next April. It is also reported that another company of a similar character has been formed at Akashi, in the province of Harima, with a capital of £120,000.

CAMPBELL MOORE & CO. LD.

ANNUAL MEETING.

The twenty-second ordinary meeting of shareholders in the above Company was held at the office of the General Managers yesterday afternoon. Mr. A. F. Arcull presided, and there were also present Messrs. F. Ellis (director), L. Borrello, A. R. Ellis, A. S. Ellis and A. O'D. Gourdin.

The Chairman, after having read the notice convening the meeting, said:—Gentlemen,—The report and accounts have been in your hands for some days, and, with your permission, they may be considered as read. We are very sorry that the account is so unfavourable. The result is attributed to competition, depression in trade, and mismanagement by the last manager. Since the middle of 1907 and the whole of last year every effort has been made to reduce the stock. The accounts for the year 1908 will be ready very shortly. By the time of the meeting to pass those accounts I think the general manager will be able to give you a better idea of our prospects. The mismanagement of our former secretary and manager has been explained to you before, gentlemen, so it is hardly necessary that I should recapitulate. If there is any other matter that you require explained, I shall do my best to enlighten you.

The Chairman, in reply to a question by Mr. Gourdin, said:—I don't think going into details would benefit anybody.

The Chairman proposed the adoption of the report and accounts.

Mr. Borrello seconded the motion, which was carried unanimously.

Mr. F. Ellis proposed the re-appointment of Mr. A. O'D. Gourdin as auditor.

The Chairman:—I have much pleasure in seconding the motion, and I take this opportunity of expressing my appreciation of his services, and of thanking him for the great assistance he has given to the Board of Directors.

The motion was carried unanimously. The Chairman:—Thank you very much for your attendance, gentlemen. I think we can all hope for bright prospects in 1909.

PROGRESSIVE SAIGON.

COMMERCIAL ENTERPRISE OF FRENCH COLONISTS.

FUTURE QUEEN OF THE EAST.

A Tonkin paper calls attention to the increasing importance of Saigon, and its extraordinary commercial development, as a striking example of French colonizing enterprise. Every year, that port goes ahead in a remarkable manner, the population increases rapidly and builders never find business slack.

The tonnage frequenting the port rose from 834,340 tons in 1902 to 1,095,515 tons in 1907. The volume of trade in imports and exports together shot up from a value of over 259 millions of francs in 1902 to nearly 392 millions in 1907.

MORE CHARMING THAN SINGAPORE. A Paris newspaper of some note calls Saigon the Paris of the Far East, and says that French tourists arriving there after a long flight find that Saigon is so much more charming and pleasant to the eye, which feeling is shared alike by foreigners also.

Saigon, with its gardens, broad thoroughfares, and fine houses, can indeed lay claim to be a handsome city. Six thousand Europeans are included in a population totalling over 340,000.

The city is plentifully supplied with lungs, in the shape of large open stretches of land reserved for the purpose, which spread over 780 hectares (a hectare is equal to 2.47 acres). Some of the thoroughfares are 60 metres (a metre is equal to 32 feet nearly) broad, and most of the streets are 15 metres broad.

AN ADJACENT CITY.

The City of Cholon which lies nearly three miles from Saigon, takes up less space and numbers 200,000 inhabitants, mostly Chinese, who pig together in narrow and winding streets.

A wide road planted with trees is now under construction to connect Saigon with Cholon. When it is finished, the two will form one city with, say, half a million of inhabitants, and with a just claim to be styled the Queen of the East.

Others limit the area of Saigon to the city properly so called, and set the population within the bounds so narrowed as 3,915 Europeans and 53,995 natives in 1907; within these narrow limits 317 new houses were built in 1907. —*Straits Times*.

TOLSTOY'S WORKS.

TRANSLATIONS INTO CHINESE.

A complimentary address was forwarded to Leo Tolstoy by his admirers in Shanghai in celebration of his eightieth birthday on September 10 last, to which a reply has now been received through his secretary, in which the renowned author expresses his thanks to those concerned in the forwarding and signing of the address. He appreciates very much the feelings therein expressed.

A proposition was put before Mr. Tolstoy at the same time that some of his works should be translated into Chinese, commencing with "The Russian Revolution" and followed by "My Confession" (written in 1887 and which established his reputation in every country. He is very pleased to hear of this proposal and approves of the order in which it is proposed to translate his works.

Steps have already been taken to translate "The Russian Revolution" into Chinese and the work of translation is in progress owing to a generous follower of Tolstoy (who wishes to remain anonymous) having given financial assistance. Further help is, however, required and an appeal is made to the public for subscriptions which should be forwarded to the Treasurer of the Tolstoyan Translation Society, 105, Bubbling Well Road, Shanghai, who will duly acknowledge receipt of same. —*Shanghai Times*.

CANTON DAY BY DAY.

THE EARTHQUAKE IN ITALY.

[From Our Own Correspondent.]

Canton, 29th January.

H.E. Viceroy Chang Jen Chun has received from the Italian Consul at Hongkong a telegram, in which the Consul expressed his gratitude for the donations received from the Canton Provincial Government and the Chinese public towards the funds for the relief of the sufferers by the recent earthquake calamities in South Italy.

ABORTIVE ATTEMPT TO CREATE TROUBLE. Admiral Li Chun has been informed that in Shum Tsun village in Namoh district, belonging to the clan Choi, there are three forts now in course of construction by the villagers with a view to engage in hostilities with the neighbouring villages. The Admiral has therefore given stringent orders to the gentry of the locality to have the structures demolished without delay.

FATAL ACCIDENT.

On the 25th instant, two boys, one thirteen years old and the other fifteen, while playing in a cracker shop at Fatsan, a pot of gun-powder unexpectedly exploded with the result that both the boys were fatally injured; one of them died the same day and the other on the following day.

ANOTHER TRAIN MISHAP.

On the 25th instant, at 11 a.m., a woman was made the victim of a train accident on the Fatsan railway in the vicinity of Tai Chun station by a passing train, which knocked the unfortunate woman down while on her way from Fatsan to Sai Nam.

NO FACILITIES FOR TOURISTS.

The Viceroy has given instructions that no passport should be issued to foreigners of non-treaty nations on a travelling tour in the interior.

A TROUBLESOME TURK.

A Turk was yesterday escorted to Canton by a wuyuan from Wuchow and handed over to the Viceroy. The foreigner was attacked by the natives in Wuchow as a result of disturbances created by him while playing "Fantan." The man has been provided with a free passage by the Viceroy, who told him to leave Canton to avoid further trouble.

LANDSLIP IN JAVA.

LOSS OF SIX HUNDRED LIVES REPORTED. NEW LAKES FORMING AND EARTH STILL MOVING.

We (*Straits Times*) have already given some details of the disaster in Java, and take the following account from the *Java Times*, of the 16th instant:—

The landslip at Pendjalar, about 27 miles from Tasikmalaja, is a calamity. It is reported that a group of three large Kompong has been covered, and 300 men buried alive, the earth being 30 metres high. The valley is filled up with mud and clay, over a distance of one and a half paces. The names of the three villages are Tjiboboeban, Waroengsioe and Telok Bangoe. A part of Mount Kanjaba came down, breaking the mountain and two children were saved.

The ground is still working, and tons of earth are still slipping down. Rescue work is so dangerous as to be almost impossible at this moment, and there is also danger from the dead bodies. The event took place in the early morning of December 29. About a month ago the people had been warned by a great rent in the mountain, about one metre wide and eight metres deep. Here and there new lakes have been formed by the stream rushing down from above.

The Official Gazette reports 37 men to have escaped, though not without injury.

An iron bridge was also carried away, and a new road at some distance must be traced. The Assistant Resident of Galoeh is trying to give all possible assistance.

Further particulars of the landslip show the terrible nature of the calamity. The loss of life runs into hundreds, the latest estimate reaching 600. In one village, of the inhabitants, over 490 in number, 453 perished. Subscriptions have been raised for the benefit of the survivors at Batavia and elsewhere.

Crowds flock to the spot to view the horrible sight. The earth covering the corpses lies in such heaps that removing the dead is out of the question. The stench is so noisome that a pestilence is feared.

HOLE IN A MOUNTAIN.

Dogs and beasts of prey feed upon the corpses exposed to view. A Government engineer sent to the spot reports that there is no more danger.

In the side of the mountain where the earth slipped, there is a fearful pit about two miles in diameter resembling a crater. Looking down from the top, a spectator can see deep water at the bottom of the pit.

No one dares to descend into the pit for fear lest the earth on the sides may give way.

The post road in the valley is impassable, and a new one will have to be marked out. The natives, practical as they are, have already made a footpath, along which coolies and foot passengers can easily find their way, though it is a roundabout one.

THE following comments appear in the *Advocate of India* of the 1st inst. in the course of an editorial:—Much gratification will follow the announcement that Mr. Jacob Elias Sassoon has been created a Baronet. He and the family to which he belongs have always been distinguished for their public-spirited magnificence. Sir Jacob Sassoon is honoured as a great citizen to whom Bombay owes a long debt of gratitude. Baronets are few in India, and it is right that only those should be selected for the honour whose services to the public welfare have been of a specially prominent character. Sir Jacob's services come under this denomination, and as a citizen we should be proud of him and proud of the fact that all our Indian Baronets are citizens of Bombay.

PROGRESSIVE HONGKONG.

Of all the successes which have attended the founding of British colonies in distant parts of the globe, their subsequent rapid growth and prosperity, and the ready assimilation of the natives to British rule, Hongkong, 'the Island of Fragrant Streams,' certainly presents a brilliant example. True, it was ceded by China so far back as 67 years ago, but its progress at first, and during many following years, was but slow, chiefly owing to the great distance from home, the entire absence of steam navigation and the electric cable, and it was further not until thirty years afterwards, when that great event took place, which gave such impetus to Far Eastern trading—the opening of the Suez Canal. After much hesitancy on the part of the few British representatives on the spot, Hongkong was finally selected as a depot for English traders on the coast of China, and, as official documents read, 'to meet the necessity of having some place on the coast, whence British trade could be protected and controlled, and where officials and merchants might be free from the insulting and humiliating requirements of the Chinese authorities, which had become painfully evident.' Even after being occupied, what is now, or was until recently, the first port in the world, narrowly escaped slipping from English occupation, and the chance of its ever becoming a British possession was well nigh lost, Captain Elliott, the Chief Superintendent of Trade, in spite of the united opposition and petitions of what mercantile houses that had then been established, and the masters of all the shipping then in port, finally adhering to his decision, 'that the anchorage was unsafe, and as the island was exposed to attack from several quarters.'

The seat of what Government then existed was therefore removed to the neighbouring island of Tsoi-koo, which was considered safer, but for some reasons not stated, the new occupation does not appear to have been found to be any improvement, and as fate kindly ruled it, the seat of British authority was again transferred to Hongkong. What was then little more than a barren island, inhabited by only a few fishermen, mostly pirates, has, as we have already stated, by the proverbial 'leaps and bounds,' during the last quarter of a century, become the first port in the world, even London having to take second place. It has been said that anyone might have bought the whole island when first occupied, for a couple of thousands of pounds, but that to-day some parts of it would fetch prices equal to what would be realised for ground sold in Oxford Street in London, and there is no doubt but that the Colony possessed a hinterland, as is the case of Shanghai, instead of the crowded and congested mass of buildings and beings that it now is, a second Chicago would have been seen in its place. From the few fishermen who were sole occupants of the island, when first occupied, the population has now grown to 415,000, of whom the number of 'whites,' including naval and military, are returned at 21,000; the harbour, in which were then a few junks, is now filled with the finest specimens of naval construction under the flags of all nations, and the annual revenue, which is, *inter alia*, a requirement, amounts to over \$9,000,000. The veteran Chinese authority, especially on the language, Dr. Williams, has recently written 'some reminiscences of China fifty years ago.' There is not much new however to be gleaned from these, the same ground having already been well 'gone over' in the publication of similar reminiscences by other writers.

On one or two points he is interesting, when he tells us that, at the time referred to, 'the heads of houses were in no cases old men, and that the juniors were universally much younger than would have been deemed allowable—their responsibilities considered—by business folk at home; that business was then rendered safer by the absence of the telegram announcing political scares, or cleverly manipulated statistics; that a mail, received only once a fortnight, gave 'breathing space'; and that business was then an ideal one for the leisurely minded operator, who made much money by foresight and sound judgment.' We further read that the Governor of that day, Sir John Bowring, was a many-sided but able man, who dabbled in the two opposite subjects of Chinese literature and hymn-writing; and that he is described in Justin McCarthy's 'History of our Own Times' as a man 'full of self-conceit, and without any very clear idea of political principles.' Hongkong, however, was, like most colonies, not founded without the usual expenditure of life and treasure, and, according to the writer, 'sites for buildings were selected, more for situation than sanitary fitness; that old Chinese graveyards had in many cases to be dug up, and that the hot sun beating on the germ-laden detritus laid the foundation for the 'Hongkong Fever,' which has done so much to fill the cemetery in the picturesque 'Happy Valley,' of which the motto over the gateway at the entrance to the Paochow burying ground is 'hede mihi cras tibi,' which, we believe, when translated, curiously means 'your turn next.' Summing up, Dr. Williams, though an American citizen, describes the island 'set in a silver sea, as forming a striking object-lesson to the benefits accruing from enlightened British rule, that it shows the Chinese the value of officials who are incorruptible, and the social results flowing from the administration of justice, by impartial and unerring hands.' In closing one of his annual reports to the Secretary of State, Sir William Des Voeux, whilst Governor of the island, wrote 'to ascend to the Peak and look down on the busy life of industry below, especially after dark when the harbour is lit up in all directions by the innumerable lights of the shipping. It may be doubted whether the evidences of material and moral achievement, presented as it were in a focus, make anywhere a more forcible appeal to eye and imagination, and whether any other spot on the earth is thus more likely to excite or much more fully justify the pride in the name of Eoghlannas.' —*Pearl Planter*.

Six acres of the Boston Automobile Carriage has been burned, entailing a loss estimated at \$1,000,000.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CURRENCY QUESTION.

GOLD STANDARD FAVOURED.

[By courtesy of the "Sheung Po."]

Peking, 29th January.

It is the wish of the Prince Regent to adopt the gold standard of currency for China.

This being so, the issue of the new coins (Kuping taels) has been deferred.

OPIUM CONFERENCE.

TUAN FANG IN SHANGHAI.

[By courtesy of the "Sheung Po."]

Shanghai, 29th January.

Viceroy Tuan Fang is due in Shanghai to-day.

Every preparation has been made for the opening of the International Opium Conference on the 1st February.

TANG SHAO-YI.

ARRIVAL IN LONDON.

[By courtesy of the "Sheung Po."]

Peking, 29th January.

A telegram has been received from H.E. Tang Shao-yi reporting his arrival in London on the 27th inst.

The despatch further states that the ambassador will shortly proceed to France and Germany.

WAIWUPU.

PRESIDENT DENOUNCED.

[By courtesy of the "Sheung Po."]

Peking, 29th January.

A certain censor has denounced Liang Tuang-yen on the ground of incompetency to discharge his duties as president of the Waiwupu, as he is alleged to be a confirmed opium smoker.

Grand Councillors Na Tung and Luk Chun-lum, however, strongly support H.E. Liang.

FENG TIEN.

ABOLITION OF GOVERNORSHIP.

[By courtesy of the "Sheung Po."]

Peking, 29th January.

It is proposed by the Central Government to abolish the post of Governor in Fengtien.

OPIUM SUPPRESSION.

POPPY CULTIVATION.

In compliance with the request of H.E. Tuan Fang, the Governor of Shaantung has wired him the following information regarding the suppression of opium in his province. Over eleven hundred officials, both civil and military, have been examined at the Opium Suppression Bureau in Tientsin Fu and so far as has been ascertained there are 193 Anti-Opium Societies in different parts of the province. According to the latest reports 49,573 persons or 60 to 70 per cent. of the opium smokers have been cured of the opium habit. Just lately the regulations of Chihli have been adopted and the police are issuing to smokers 'tickets' without which they cannot buy any opium. There were consumed 242,105 catties of native opium and 4,815 catties of imported opium and 95,979 catties of native opium and 585 catties of imported opium, during the 33rd year of Kwang Hsu and the first ten months of the present year respectively. Thus it will be seen that the consumption of native opium is 60% and that of imported opium 90% less than the previous year. During the first ten months of this year 52,557 catties of native opium were exported as compared with 72,750 catties in the year before. The Tientsin Customs reported that 21,649 catties of foreign opium were imported, and 20,825 catties of native opium exported during the first eleven months of the present year, against 31,330 and 43,422 catties respectively in the year before. The Kiaochow Customs reported that 1,716 and 14,250 catties of foreign and native opium respectively were imported and 489 catties of native opium exported during the first eleven months of this year as compared with 1,320, 345 and 17,342 respectively during the previous year. As to the cultivation of the poppy the acreage under cultivation in Tientsin, Tangchow, Tsungchow and Yenchow has been reduced by 60 to 70 per cent. and that in the opium growing districts of Ichow, Tsaochow, and Tsinling has been reduced by 20, 60 and 70 per cent. respectively. —*Shanghai Times*.

MIDNIGHT WRECK OF A LINER.

LOSS OF SIX LIVES.

CASTAWAYS ESCAPE UP A CLIFF.

Homeward bound through blinding fog and heavy sea, the British steamer *Irada* (a vessel of 8,244 tons gross) drove ashore and became a total wreck on the Mizen Head (south of Ireland) yesterday (December 22nd).

The captain, the stewardess, and four of the crew were drowned. The remainder of the sixty-five persons on board were flung upon the rocks.

The wreck occurred soon after midnight. From then until eight o'clock the survivors clung desperately to the rocks, unable to move, and with the waves close upon them.

At length a few men working upon a new signal station sighted the castaways. Ropes were lowered and all were hauled up the rocks.

The *Irada* struck the rocks half an hour after midnight. The spot where she went ashore has been the scene of some twenty previous wrecks. A fog signal station is now being erected there.

The vessel (which came from Galveston, Texas) had encountered fog and rough weather for the previous eight days and observation by the sun had been impossible. Some anxiety appears to have been felt as to her exact position, and the captain and first officer were on the bridge when the shock came.

In a few minutes the engine room was flooded and the captain gave orders to get out the boats. The latter were useless in the broken water, and the castaways started to scramble ashore. Escaping the waves, they yet had to face a terrible experience, having only a bare footing on the rocks. Here they clung in the dark, afraid to move, until the dawn came.

About eight o'clock they were seen by the men working at the erection of the new fog signal station. The workers let down ropes and hauled them up the side of the precipitous rocks. From that point to the top of the cliff the castaways scaled the ladders used in connection with the works.

Assembled at the top, in safety at last, they took a roll-call, and found, Captain Roberts, Miss Maxwell, the stewardess, and the sailors Mathews, Deacon, Connell, and Keitch missing. The body of Connell was recovered in the evening by coastguards.

The crew had miraculous escapes and about ten were injured. Every kindness was shown them by Mr. and Mrs. Johnson, an Irish engineer and his wife, and the men under his charge. All were afterwards cared for by Messrs. F. McCarthy and Co., of Crookhaven, and will be forwarded to Liverpool.

TRADE PROSPECTS IN JAPAN.

The following editorial appears in a recent issue of the *Banque Gazette*:—"The sudden depression in trade which affected the whole world came especially heavily on Japan, because it found the country sucked into a whirlpool of mad speculation. Bank failures were numerous and the lessons taught so stern that both merchants and the public have become, if anything, over-cautious. Little by little confidence is returning, but the movement is exceedingly slow, and it is forecasted that years must elapse before a return can be made to the state existing before speculation worked havoc. There are signs that the leading financial and commercial firms are taking a very sound view that it is better to recover slowly and thoroughly than to make too great haste lest a false step should cause another period of depression. One significant feature is that the American *crackles* had practically no effect on the markets, though France has since become a more active buyer of Japanese Bonds and other countries are following the example. The explanation of the French purchases is probably to be found in a growing disinclination in France to invest in Germany and Japan offers a good substitute. If this attitude of French capitalists should continue, the introduction of French funds into Japan will be vastly facilitated, the enormous wealth of the Republic being well known. As might be expected, the increased demand for Japanese Bonds abroad has favourably affected the market in Japan and prices show an upward tendency. During November, the export of Japanese Bonds to England alone reached about £200,000, and a number of large orders have been received from France and America. Commerce, however, is little affected by the larger call for Bonds and several of the larger companies are driving down their capital. The end of the year saw at least one large failure in the Imperial Petroleum Company which in 1907 decreased its capital by nearly half after a short life with a capital of one million Yen. The place where one might expect a brighter outlook offers no encouragement. The financial writer of a *Kobe Journal* says that it is very long since the country's trade with China entered such a dull stage, owing in the first place to the boycott set up in South China and the fall of silver. Finding it disadvantageous to carry on transactions with Chinese merchants in Japan alone, the Japanese marine products merchants have made efforts to start a direct export business. They asked the Mitsui Bussan Kaisha for assistance, and the Kaisha agreed to let its branch at Hongkong deal with their goods. Besides Mr. Adachi and Mr. Ito, marine products exporters at Yokohama, and Mr. Kobayashi, a drug exporter there, have directed direct export, entering into a contract with the Onishi Shoten at Hongkong. The results so far, are said to have been very good. As is always the case, the shipping industry is suffering, but, as we have pointed out on several occasions, the bounty system has had a very bad effect on Japanese shipping by securing a large fleet of expensive boats chiefly designed for speed instead of building with a view to the profitable carriage of cargo. The effects of the system were patent to anyone who cared to examine the conditions, and little sympathy, therefore, need be felt for those who are now suffering from a reaction from a foolish and greedy policy. Generally speaking, the prospect of the coming year if not brilliant, at least, not black, and the opening of the Diet and publication of the Government policy of retrenchment which is promised may have a greatly revivifying effect.

CHINESE NEW CLOTHES DAY.

With less emotion, but more curiosity, we approach each successive Chinese New Year Day in the same spirit as we do our own first of the year. That is unless dollar-hunting, place-finding, or sports do not make us indifferent to the customs and feeling of the people who are so largely of our Colonial life, if not so deeply in it as some would wish. What we see most commonly is some interruption of ordinary business, much brightness and colour in the streets, and, surprise of surprises, the faithful *tukang* ayer neglecting to sweep the house out. What we always hear is the appeal for wages in advance—some time in advance—so that the tailor can have sufficient time to make the new clothes that are indispensable on the first day of the first moon of the year; the demand for the payment of all dues to Chinese tradesmen, before the end of the year; and the certain hope expressed that "things will look up after the Chinese New Year." What we don't always appreciate is, the reason why at this particular season the Chinaman does so many things out of the usual course of his life. Now the simplest explanation, and the most satisfying to those that can be content with it is that it is the custom. "Olo custom" and the Malay "adat" is the faith in the past that, covers a multitude of practices, some harmless and easy to carry out, others, so talling inconvenience and cost. Probably at bed rock most of the practices spring from the universal motives of placate the evil and drive it away, and woo the good. The belief in all-powerful evil being commoner than that in all-powerful good, the first thing to be done to ensure a happy year is to do nothing that will excite the animosity of the malignant spirits. A great part of Chinese folk-lore consists of the study of good or ill-luck attached to days or seasons. It is a universal factor in everyday life because so much is printed, and can be read to or by the lowest classes. In Europe an Old Moore's Almanack, or Zodiak's represent the chief efforts in the way of foretelling luck or evil. In China every book-stall has its dozens of books dealing with superstitions of this kind, which are perpetuated and promulgated in an extraordinary way amid the millions. In China the court astrologers are omnipotent in fixing lucky days for ceremonies and nothing can be done without reference to them. The phrase constantly occurs: "So and so being a lucky day, the Emperor will proceed, &c." The first element in the recurring period—the seventh day, the seventh month; then multiples of seven, the 14th, 21st, 28th, and 35th days after a death, for instance. While we Europeans saddle Friday as the unlucky day of the week, they have selected a number in each month as unlucky, following the precedent of (or setting it to) Egypt, India, and Assyria. The 1st, 8th, 15th, 22nd, and 29th day of the month are very lucky. But New Year's day is for certain things the day of luck. You may, on this date, in almost any year, (1) make religious vows; (2) put on full dress; (3) make arrangements for weddings or get married; (4) pay calls; (5) order new clothes or commence new houses; (6) enter into new commercial enterprises; (7) collect accounts; (8) commence any of the agricultural operations—all with a fair chance of success. The Chinese "first foot" has certain features similar to that of the Barbarians over the Border—e.g. drink with your friend; and be careful whom you see first (a Buddhist priest is most ill-foreboding). The first words heard in the year affect the fortune of the hearer. (In Lincolnshire it is arranged that a first foot shall repeat a lucky rhyme). The Chinese women go out secretly and listen to persons talking in the street, and the first sentence heard is held to contain a prediction, good or bad, of the listener's luck for the ensuing year.

The use of crackers is commonly explained as driving away evil spirits. They are charms pure and simple and imitate the cracking of bamboo, which plant has great force in attracting good spirits and driving away bad. A rod of green bamboo is carried at funerals by nearly related mourners, and is called the dog driving rod, being efficacious in keeping away evil spirits who might stop the way of the departed. Burning bamboos drive away the malignant devils called *Shan siao*; if bamboo is inconvenient, and does not always crackle, try crackers—"devil him no save; allee same bamboo." The Chinese have one other trait in common with Europeans at their New Year: they freely make good resolutions to do the things that ought to be done, and omit things that ought not to be done. "The last glass—et cetera next year" has a Chinese counterpart, made under very similar circumstances, namely, when the first footing bottle is finally emptied and the greyness of the morn begins to show. Well, well; good resolutions made with the last of the old year, or with the dawn of the new, may they not lack efficacy, either for the Chinese or for others.

—W. M. in Singapore Free Press

THE JOHORE OPIUM FARM.

A short time ago, we stated that the Johore Opium and Spirit Farm was held by the Singapore Opium Farmers and lost heavily. The farmers asked for a reduction, but the Johore Government refused to grant a reduction sufficient to cover the expenses, and took over the farm, and worked it for the Johore Government's account. The new arrangements were tried for a few months, but still the farm did not pay, and the Johore Government have now asked the farmers to work the farm again at a lower rent. This rent is now put at \$77,500 per month, which is \$10,000 less than the old rent. It is considered satisfactory that the old arrangements have been reverted to, as it is always well for the Johore and Singapore farms to be in the same hands.—*Strait Times*.

The Chinese Press has addressed a joint petition to the Ministry of the Interior praying for a pardon to Peng Yi-chung and Tang Chih-hin, ex-Editors in Peking, who were ordered home and placed under official surveillance for offences against the Government.

OPIUM IN INDIA.

Writing of poppy culture and opium manufacture in India, the American Consul-General of Calcutta says that "deep ploughing is practised for the poppy, which is not the case with any other crop grown in India; the same kind of plough is used now as was in vogue centuries ago. It is a rudely-constructed implement with one handle, a shaft, and the share beam. The shaft is usually made of the babul tree, because it is tough. A long pointed piece of the iron is attached to the share beam to protect the wood, and to enable the plough to sink more deeply into the ground. This plough is drawn by two bullocks. The land is then barrowed, and it is ready for irrigation, which is accomplished by drawing water from a well, with two bullocks, and running it through a sluice to the land. The patch of land, from one-third to two-thirds of an acre, is surrounded by an embankment, which defines the boundary, helps the water for inundation, and serves as pathways. One well can be made to serve twenty to thirty farms of one 'begaah,' that is, one-third of an acre in extent. There are thousands of these wells throughout India used for irrigation in growing every kind of crop. They are comparatively cheap and convenient, as the farmers dig and equip the wells, and breed the bullocks themselves, so that well irrigation is the cheapest. Moreover, the Government can impose no tax for the water, as is done when it is supplied from Government tanks or reservoirs, or from canals. There are 25,000,000 acres of land in India irrigated by well and private irrigation. The poppy seed is mixed with sand, so that it will not be sown too thickly, and one-third of the mixture is scattered over the prepared ground and the other two-thirds held for future sowing on the same soil. The farmer then gives the ground a watering. When the soil is dried out to some extent, he again ploughs the land, but not so deeply as at first, barrows, and then sows another third of the mixture of sand and poppy seed which is treated as the first third. Then follows the sowing of the last third, and similar treatment. Three pounds of poppy seed will sow a 'begaah.' In a few days the seeds sprout and send up rich green shoots. Then comes the particular work of thinning out the sprouts. To accomplish this, the women and children crawl along much in the same way as is done in weeding and thinning sugar beets. In about thirteen weeks the fields are in a beautiful white bloom, for the white poppy is the one raised in opium, and women and children are set to work gathering the heads. They are carefully packed in baskets, and later made into 'rotis,' which look like bread cakes, eight or ten poppy heads being baked in one cake. The cakes are reduced to powder and afterwards mixed with the liquid opium in the factory. When the crop of poppyheads is gathered, work begins in the opium 'kothi,' which is a shed made of bamboos and thatched with grass. The heads are punctured with four needles tied in a bundle, and laid aside, for juice to ooze out during the night. The juice thus obtained is carefully scooped up and preserved in an earthen jar. A poppy head will stand from five to six punctures, which are made every other day, by which time the head has yielded all the juice that will ooze out. The heads are then broken off and the stalks made into bundles, for both the heads and stalks are sold to Government. After the crop has been thus gathered and put into marketable shape the Government officer comes into the neighbourhood, and sends word that he is ready to test, weigh, and pay for the opium produced. The old factory at Calcutta is one of the largest factories in Bengal, as well as one of the oldest. Here the crude opium is again tested and then put into large vats which are slightly heated. Rakes are then used in stirring and in equalising the fluid preparatory to its being boiled, and the powdered pods put in to thicken it. When the mass is of the proper thickness it is taken out and put into earthen moulds, where it remains until it becomes quite hard. Then it is squeezed into the shape of balls the size of small apples. These balls are dried in the sun, and afterwards stored away in a room, on shelves one above the other. When it is ready to pack in chests, a native climbs from tier to tier forty feet above the cement floor, and drops ball after ball in quick succession, these being caught by a native below, until all the shelves are empty. Near the opium factory is a saw-mill, where the wood is cut in proper lengths and made into boxes. In these boxes the opium is packed for shipment and home consumption. The odour of opium arising from the factory can be detected a long way off, and a visitor to the factory will soon realise a sense of drowsiness, as if he had taken a dose of laudanum.

A TWO-HEADED CHILD.

Babu Radha Ballav Paul, L. R. C. P., Hon. Member, Medical Association, Naraingunge (Dacca) writes to a Calcutta daily:—"A female child aged 4 months, daughter of Madhu Nath of village Baddi, thana Naraingunge, was admitted into the Victoria Hospital, Naraingunge, on 25-12-08 with an overgrowth from the back which resembled a second head, with impression ears, nose, and hair thereon. The shape of the fleshy part was like that of an apple. The stem was about 4 inches in length. The weight of the girl is 18 lbs, and that of the growth was 1 lb. 5 oz. The history of the child is that it was so from its very birth. The case was taken up by Dr. H. G. H. Munrow and Dr. C. H. A. Upendra-Chandra Chatterborty, who very successfully operated on it. The child is much better now and there is every hope of its being completely cured very shortly.

"The King" or "King Edward" The former is, undoubtedly, the correct form. For a not inconsiderable portion of the world there is but one King. "The King" stands at the head of the official Army and Navy Lists. Mr. President says: "Gentlemen, the King" when he proposes the regulation toast: "King Edward" now avours of that regrettable familiarity which privates "Prince Eddy" and "Mrs. Jack" and "Mrs. Willie" and so forth.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on the 29th inst.:—

Although business has not been very active, several stocks show an improvement and Hongkong Banks in particular have been in good demand.

Banks.—Hongkong and Shanghai Banks have been in good demand and a considerable business has taken place as high as \$900 and a few more shares might be placed at this price.

Marine Insurance.—Cantons have ruled weaker with sellers at \$190. Unions have advanced to \$350, at which rate buyers prevail.

Yankees are a shade easier, and sales are reported in the North at \$182.

Five Insurances.—China Fires have ruled steady at \$106. Hongkong Fires are firmer at \$130, after sales at the rate.

Shipping.—China and Manilla continue on offer at \$13. Douglases are in favour at the improved rate of \$35. There are further buyers of Hongkong, Canton and Macao Steamboats at \$191, but none are obtainable at the rate. It is notified that at the forthcoming meeting of shareholders the Directors of this Company will recommend the following appropriation:—Dividend of \$12 per share; \$25,000 to be written off book value of steamers, wharves and properties; \$20,000 to be placed to credit of depreciation and insurance fund; \$20,000 to be placed to the credit of Special Repairs Fund; and the balance of \$20,397.30 be carried forward to New Account. Shell Transport is weaker at 45½. Star Ferries, old and new, are in demand at quotations.

Refineries.—China Sugars have improved to \$115 at which rate they are wanted. Luxons continue quiet at \$18. In the North Perak Sugars are reported sold at \$11, 100.

Mining.—There are further sellers of Raubs at \$81. Chinese Engineerings are unchanged.

Docks, Wharves and Godowns.—Kowloon Wharves have again been done to some extent; the market closing a little weaker with sellers at \$45. Whampoa Docks are steady at \$92. It is officially notified that subject to audit the Directors of this Company will recommend at the forthcoming meeting of shareholders, a dividend of 8½% per share, pass \$2,000 to special account; write \$18,000 off Cosmopolitan Docks and floating plant, and carry forward about \$184,000. Shanghai Docks are on offer in the North at \$17. Hongkong Wharves have been sold at the improved rate of \$11.55.

Lands, Hotels and Buildings.—Anglo-French Lands have advanced to \$103, but there are sellers at the rate. Hongkong Hotels, after sales at \$90, have further inquiries. Hongkong Lands are wanted at \$90, or the final dividend of \$31 per share, paid on the 28th inst. West Point are quoted \$14 ex the final dividend of \$4 per share paid on the 28th inst. Shanghai Lands are quiet at \$120. The Directors of this Company have declared a final dividend of 6½% Tls. 3, and a bonus of Tls. 2 for the half year ending 31st December, 1908.

Cotton Mills.—Ewos have risen to Tls. 86. Internationals are quoted Tls. 70 buyers, Lau Kung Mow, Tls. 80 nominal, and Sycobees Tls. 280 sellers, according to latest Shanghai circular to hand.

Miscellaneous.—Further sales of China Borneos have been effected at \$114 and more can be placed at the rate. China Providents are obtainable at \$10, after sales. Green Island Cements have again changed hands to a large extent and may be had at \$54. Hongkong Ropes have risen to \$151, at which price buyers prevail. Small sales of Steam Landries are reported at \$51. Langkats are easier at Tls. 850, at which rate shares have changed hands. Sumatras are inquired for in the North at Tls. 1234.

Exchange.—The Bank's selling rate on London is 1/9-1/16 on demand. The T/T rate on Shanghai is 74.

Dividends Payable.—Hongkong & Whampoa Docks, final of \$4 for 1908, payable on the 22nd February. Hongkong, Canton and Macao Steamboats, final of \$12 for 1908, payable on the 9th February. Hongkong and Shanghai Banks, dividend and bonus of £2.51. Shanghai Lands dividend and bonus of Tls. 5.

Forward Settlements.—The following dates have been fixed by the Stock Brokers' Association of Hongkong for Forward Settlements:—

February Settlement 26th Feb.	March	30th March.
March	"	29th April.
April	"	31st May.
May	"	29th June.
June	"	

TO-DAY'S EXCHANGE.

Selling.	Buying.
London—Bank T.T. 1/9 1/16	Do. demand 1/9 1/16
Do. 4 months' sight 1/9 1/16	Do. 4 months' sight 1/9 1/16
France—Bank T.T. 2/30	America—Bank T.T. 42 1/2
Germany—Bank T.T. 42 1/2	India T.T. 13 1/2
Do. demand 13 1/2	Shanghai—Bank T.T. 74 1/2
Singapore—Bank T.T. per H.K. \$100 75 1/2	Japan—Bank T.T. 85 1/2
Java—Bank T.T. 106	
4 months' sight L/C 1/9 7/16	6 months' sight L/C 1/9 9/16
5 days' sight San Francisco & New York 43 1/2	4 months' sight 11 1/2
30 days' sight Sydney & Melbourne 10 1/2	4 months' sight France 22 1/2
6 months' sight 22 1/2	4 months' sight Germany 18 1/2
Bar Silver 23 1/2	Bank of England rate 3 1/2
Sovereign 11 1/2	

NOVEMBER exhibited some improvement in the external demand for British rails, the exports for the month being valued at £219,644, as compared with £172,612 in November 1907, and £264,970 in November 1908. This was principally attributable to an improved demand in Argentina which took British rails in November to the value of £38,000, as compared with £1,122 and £2,104 respectively.

To-day's Advertisements.

HARBOUR MASTER'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On THURSDAY, FRIDAY, MONDAY and TUESDAY, the 4th, 5th, 8th and 9th February:—

From Lyemua F.C. in a North-Easterly direction, at ranges up to 6,000 yards, commencing at 3 P.M., and finishing at 10 P.M.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR,
Commander, R.N.,
Harbour Master, &c.
Hongkong, 29th January, 1909. [132]

NORDDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

"PRINZ REGENT LUITPOLD,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods, remaining undelivered after the 6th of February, will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th of February, at 9 A.M.

All Claims must reach us before the 10th of February, 1909, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDDEUTSCHER LLOYD.
MELCHERS & Co.,
General Agents.
Hongkong, 30th January, 1909. [15]

OPIUM SMUGGLING IN AUSTRALIA.

The Opium Prohibition Act, which came into force in the Commonwealth of Australia a few years ago, by which it was made an offence for any person to import opium except for bona fide medicinal purposes, has proved to be a dead letter owing to the extensive amount of smuggling that has been carried on at unguarded parts of the coastline. Large seizures of the drug have been made from time to time, and these have been destroyed by order of the Customs. According, however, to the last mail from Melbourne, a recent seizure of 3,500 lb. worth of opium in not to be destroyed, and an order has been issued by the Federal Government that this and all future seizures shall be sold to druggists at the market value.

WOMAN'S PROGRESS IN CHINA.

A NEWSPAPER FOR THE FAIR SEX.

Of the many signs of progress in China, says the *Straits Echo*, one of the most interesting and unique is the editing and publishing of a daily newspaper by a woman named Mrs. Chang, a native of Peking. After marriage to a Chinese official, says the *Sunday at Home*, she spent several years in Central China, where she learned much about the condition of the people; and subsequently, upon the death of her husband, returned once more to her native city in North China.

Meanwhile, Mrs. Chang's mind had become intent on the progress of her country, and likewise convinced that development was largely possible by the removal of prejudice and superstition, and also through the uplifting of her sex, she courageously decided to start a daily newspaper for women called the *Peking Woman's News*, which, on its own lines, is without a rival in the whole world. Upon the appearance of the paper it is said that even educated Peking looked on with mild surprise.

Mrs. Chang forcibly argues that, if China is to challenge successfully foreign aggression, she must become strong; and in order to have vigorous, healthy men, China must have correspondingly strong, healthy mothers; hence, foot-binding must go, and physical culture and hygiene have place in the schools. Further, that China's men may be the equal of other nations, women's training ought to begin in the home, supplemented by schools for girls and the establishment of lecture halls for women.

SUN SPOTS.

It is asserted with the solemnity of announcing a new doctrine that "the sun is all-important as dominating the planetary system." This dictum appeared in the news columns of a highly respected daily paper, and was said in reference to the recent outbreak of spots—were they "heat-spots?"—on the sun's surface, and to the possibility that their enormous area might affect the character of the weather. On the 10th of November in northern latitudes, the spots were seen to be of great magnitude, the group measuring 90,000 miles in length. They spread out to 160,000 miles by the 17th. Many of this set disappeared, but by the 19th others developed and were quite visible to the naked eye. The usual consequences of these phenomena are brilliant auroral displays, magnetic storms and similar atmospheric diversions; but up to the 21st of November, nothing special had resulted although astronomers had extended the period in which they might be looked for by half a week. The great disturbance in the sun itself and its revived activity as indicated, if we must believe those who ought to know, by the appearance of spots on its surface, come at irregular intervals, though expected about every eleven years, and must mean a great deal to change in the atmosphere for ordinary terrestrial, who contemplate or ignore with commendable indifference the outbreak of any number of spots on their only sun.—*Id.*

Public Companies.

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE TWELFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the OFFICES of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 6th February, 1909, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Manager for the year ending 31st December, 1908, declaring a Dividend and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 1st February, until SATURDAY, the 6th February, 1909; both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 28th January, 1909. [129]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FIFTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company, will be held at the Office of the Company, Hotel Manilla, on TUESDAY, the 9th February, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, declaring a Dividend, confirming the appointment of Directors; and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th January to the 9th February, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 18th January, 1909. [99]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the TWENTY-SEVENTH ORDINARY MEETING OF SHAREHOLDERS in the Company, will be held at the Office of the Company, Victoria Buildings, on TUESDAY, the 9th February, 1909, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1908.

THE REGISTER OF SHARES of the Company will be CLOSED from WEDNESDAY, the 3rd February, to TUESDAY, the 9th February (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Company, Ltd.
Agents for the Kowloon Land and Building Company, Ltd.
Hongkong, 27th January, 1909. [122]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 22nd February, 1909, at 12 o'clock noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 27th January, 1909. [123]

Notices of Firms.

NOTICE

MR. JULIUS ZUNDEL, having retired from our Employment, ceases to sign our Firm for Procuration from this Date.

ARNHOLD KARBURG & Co.
Hongkong, 23rd January, 1909. [113]

INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co.,
Agents,
Hongkong, 27th Jan'y, 1909. [115]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, 20 cents. Weekly, twenty-five cents (for cash only).

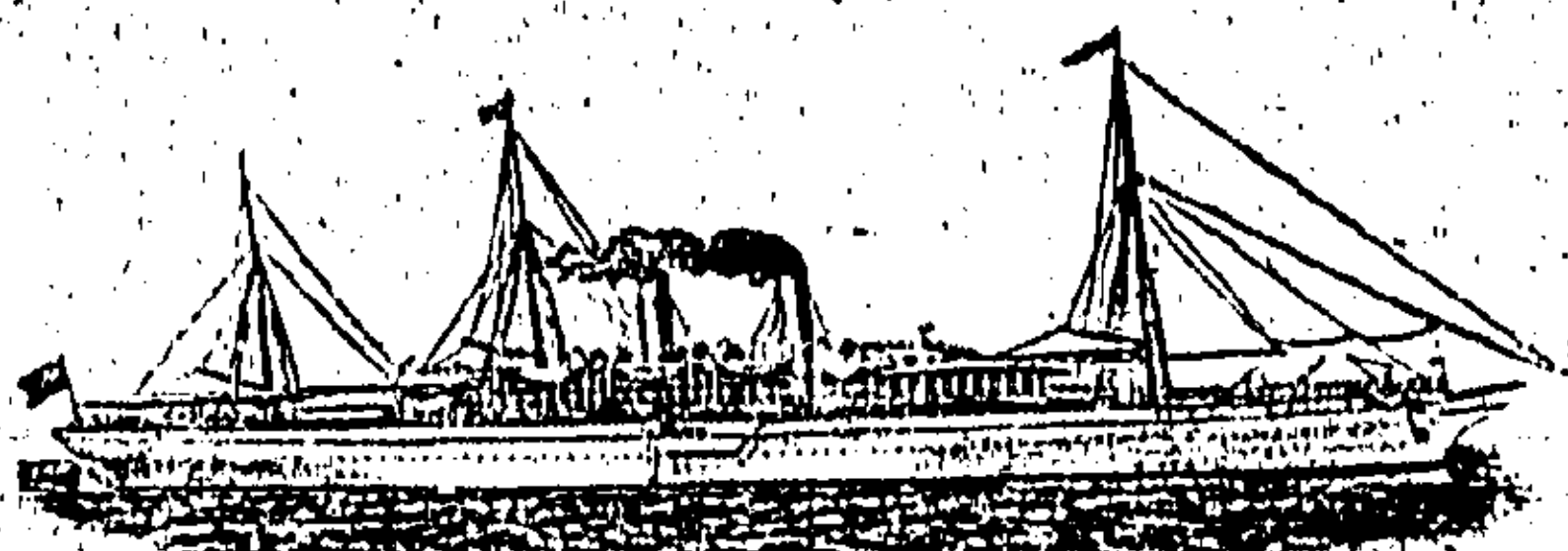
(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 12nd December, 1908. [11]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific to the "Empress Line." Saving 5 to 10 Days Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPEROR OF CHINA"	6,000	SATURDAY, Feb. 13th	March 5th
"EMPEROR OF INDIA"	6,000	TUESDAY, Mar. 2nd	Mar. 26th
"EMPEROR OF JAPAN"	6,000	SATURDAY, Mar. 13th	April 2nd
"EMPEROR OF CHINA"	6,000	SATURDAY, April 10th	April 30th
"EMPEROR OF INDIA"	6,000	TUESDAY, May 1st	May 21st
"EMPEROR OF JAPAN"	6,000	TUESDAY, May 11th	June 4th

"EMPEROR" steamships will leave Hongkong at 7 A.M. S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Fast Mail "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class £40. " " " £42. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, " " " £40. " " " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, &c., Corner Packer Street and Praya, Opposite Black Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI, WEI HAI WEI, and CHEONGSHING	FOOSHING	MONDAY, 1st Feb, 3 P.M.
SHANGHAI, WEI HAI WEI, and CHEONGSHING	CHEONGSHING	MONDAY, 1st Feb, 4 P.M.
SHANGHAI, WEI HAI WEI, and CHEONGSHING	YUENSANG	MONDAY, 1st Feb, 4 P.M.
SHANGHAI, WEI HAI WEI, and CHEONGSHING	HANGSANG	WED'DAY, 3rd Feb, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE, & MUI	NAMSANG	THURSDAY, 4th Feb, Noon
SINGAPORE, PENANG & CALCUTTA	SUISANG	THURSDAY, 4th Feb, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	LUANGSANG	FRIDAY, 5th Feb, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	TUESDAY, 9th Feb, Noon.

FOR THE MANILA CARNIVAL—Feb. 2nd to 9th 1909.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

Students have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 51. Hongkong, 30th January, 1909.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	TO SAIL.
NINGPO & CHINKIANG	"IOHANG"	31st Jan., Daylight.
MANILA	"TAMING"	2nd Feb., 3 P.M.
CEBU & ILOILO	"KAI FONG"	3rd " 4 P.M.
SHANGHAI	"LINAN"	3rd " 3 P.M.
MANILA	"TEAN"	9th " 3 P.M.
MANILA, ZAMBOANGA and USUAL	"TAIYUAN"	26th " 4 P.M.

A.S. "Changsha" does not call at Port Darwin.

MANILA CARNIVAL—February 2nd to 9th, 1909.

REDUCED RETURN FARE of \$50.00 for 6 weeks will be issued for the following Passenger steamers:— "CHANGSHA" leaving Hongkong 31st January, and February.

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Reduced Saloon Fares, Single and Return, to Manila and Australia. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36. Hongkong, 30th January, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	1540	R. W. Almond	MANILA	SATURDAY, 6th Feb., at Noon.
ZAFIRO	1540	R. Rodger	"	SATURDAY, 13th Feb., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO. GENERAL MANAGERS.

Hongkong, 30th January, 1909.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA."

Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 6th February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's B.B. Mores, 11,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. Calcutta, due in London on 19th March, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 25th January, 1909.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, B.C., SEATTLE & TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

Steamer	Tons	Captain	Sailing Date
Gymeric	6,232	W. Shotton	11th Feb., 1909.
Gymeric	6,232	J. C. A. Hall	11th Mar.
Gymeric	6,232	F. S. Cowley	8th April
Gymeric	6,232	R. J. Howie	6th May

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED. General Agents.

Queen's Buildings. Hongkong, 14th January, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO AMERICA.

(CANADA, UNITED STATES, MEXICO, CHILI, RIVER PLATE, BRAZIL.)

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY OVERLAND Cargo taken for ALL CANADIAN and UNITED STATES PORTS.

THE Steamship

"AMIRAL DUPERRÉ."

Captain Martin, will be despatched on or about the 27th inst. for SHANGHAI, JAPAN and SAN FRANCISCO, &c., as above.

For further particulars apply to the Agent—MESSAGERIES MARITIMES. Hongkong, 14th January, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. B. S. CROWE. Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers, have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.35 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YURN ON S.S. CO., LD., and

SHU ON S.S. CO., LD.

No. 2, Queen's Road West

Hongkong, 1st Feb., 1909.

Shipping—Steamers.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE."

Captain Alland, will be despatched for the above Ports on or about MONDAY, the 1st February.

For Freight or Passage, apply to P. DE CHAMPMORIN, Agent. Hongkong, 26th January, 1909.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"GARNARVONSHIRE"

will be despatched for the above Ports on TUESDAY, 2nd February.

For further particulars, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 27th January, 1909.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain A. E. Gentes, will be despatched for the above Ports, on WEDNESDAY, the 3rd February, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED. Agents. Hongkong, 30th January, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above on WEDNESDAY, the 3rd February, 1909, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 12th January, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"HEADLEY."

will be despatched for the above Ports on or about FRIDAY, the 12th February, 1909.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents. Hongkong, 15th January, 1909.

FOR LONDON AND ANTWERP.

Taking Cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

THE Steamship

"MONTGOMERYSHIRE"

will be despatched as above on or about the 23rd prox.

For Freight etc., apply to JARDINE, MATHESON & Co., LTD., Agents. Hongkong, 27th January, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SURUGA" About 23rd February.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents. Hongkong, 28th January, 1909.

THESE MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

A WONDERFUL DISCOVERY.

This is the story of a new and important discovery, which will revolutionize the treatment of all the diseases of the blood, and which has been the result of the most exhaustive and successful experiments ever conducted.

It is a discovery of the greatest importance, and one which will revolutionize the treatment of all the diseases of the blood, and which has been the result of the most exhaustive and successful experiments ever conducted.

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HONGKONG AVERAGE MARKET PRICES.

Corrected 29th January, 200 cts. per 5 Mts.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu	18
" Breast—Ngau Lam	13
" Soup, Tong Yuk	15
" Steak—Ngau Yuk Pa	18
" Sirloin—Ngau Lau	28
" Sausages—Ngau Yuk Chong	26
Bullock's Brains—, Know	10
" Tongue fresh—Ngau Li	50
" Corned—Ham Ngau Li	58
" Head—Ngau Tau	80
" Heart—Ngau Sum	11
" Hump, Salt—Ngau Kin	18
" Feet—Ngau Keok	7
" Kidneys—Ngau Yiu	10
" Tail—Ngau Mei	17
" Liver—Ngau Con	12
" Tripe (undressed)—Ngau To	7
Calves' Head and Feet—Ngau-chai	10
" tau-koek	10
Mutton Chop—Yang Pui Kwai	22
" Leg—Yeung Pui	22
" Shoulder—Yeung Shau	22
Pigs' Chittlings—Chi cheong	22
" Brains—Chi Know	2
" Feet—Chi Keok	11
" Fry—Chi Cheak	25
" Head—Chi Tau	15
" Heart—Chi Sum	8
" Kidneys—Chi Yiu	7
" Liver—Chi Kon	14
Pork Chop—Chi Pui Kwai	18
" Corned—Ham Chu Yuk	18
" Leg—Chi Pui	13
" Fat or Lard—Chi Yau	17
Sheep's Head and Feet—Yeung Tau	50
" Keok	50
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	10
" Liver—Yeung Con	22
Suckling Pigs, To Order—Chi Chai	22
Suet Beef—Sang Ngau Yau	24
" Mutton—Sang Yeung Yau	24
Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Yuk Tong	20

POULTRY.

Chicken—Kai Chai	30
Capon, Large, Small—Sin Kai	30
Ducks—Ap	22
Doves—Pan Kau	22
Eggs, Hen—Kai Tau	20
Fowls, Canton—Kai	37
" Hailan—Hoi Nam Kai	20
Geese—Nga	20
Geese, Wild Shanghai—Sheng Hoi Yau	15
" Nga	15
Mask Deer—Wong Keng	\$1.80
Hare—To Chai	60
Partridge—Che Khoo	55
Pheasant—Shan Kai	\$1.40
Pigeons, Canton—Pak Kup	32
" Holchow—Holchow Pak Kup	28
Quail—Um Ghun	26
Rice Birds—Wo Fa Cheuk	75
Salpae—Sa Chai	24
Turkeys, Cook—Fo Kai Kung	60
" Hen	45
Wild Ducks, Shanghai, Sul-ap	\$1.25
Teal, Shanghai, Sul Ap Chai	45
Wild Ducks Canton—Sang Shing Sui Ap	85

FISH.

Barbel—Ka Yu	10
Bream—Bin Yu	15
Canton Fresh Water Fish—Hoi Sin Yu	15
Carp—Li Yu	20
Catfish—Chik Yu	12
Codfish—Mun Yu	16
Croakers—Hal	22
Cuttle Fish—Muk Yu	16
Dab—Sa Mang Yu	18
Dace—Wong Mei Lun	10
Dog Fish—Titi To Sa	16
Eels, Congor—Hal Man Yu	16
" Fresh water—Tam Sui Yu	16
" Yellow—Wong Sin	28
Frogs—Tien Kai	36
Gardons—Sek Pan	55
Gardons—Pak Kip Yu	13
Herrings—Tao Pak	28
Halibut—Chung Kwau Yu	28
Labeus—Wong Fa Yu	20
Loach—Wa Yu	24
Lobsters—Lung Ha	40
Mackerel—Chi Yu	32
Monk Fish—Mon Yu	32
Mullet—Chai Yu	20
Oysters—Sang Hoo	20
Parrotfish—Kai Kung Yu	18
Perch—Tau Loo	10
Pike—Fa Paw Pong	18
Plaice—Pan Yu	26
Pomfret, Black—Hak Chong	30
Pomfret, White—Pak Chong	30
Prawns—Ming Hui	52
Ray—Pai Pa Yu	10
Rock Fish—Sek Kan Kung	16
Roach—Chen Yu	31
Salmon, (Fresh), fresh water—Ma Yau	31

FRUITS.

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SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$14,000,000 \$15,500,000	\$2,005,774	Interim of £2 for first half year @ 8% 1/2 = \$21.942	5 1/2 % {5000 sales London 2/86
National Bank of China, Limited	99,025	£7	£6	\$4,000 \$150,000	\$10,225	\$2 (London 3/6) for 1903	5 1/2 %
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$232,757 \$1,732,757	none	\$14 for 1907	7 1/2 % \$190 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 118,277 \$3,000,000	Tls. 160,512	Final of 7/6 making 15/- for 1907	5 1/2 % Tls. 100 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$900,000 \$302,478 \$1,202,478	\$2,506,011	Final of \$15 making \$45 for 1906 and Interim of \$30 for 1907	5 1/2 % \$180 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$199,032 \$1,199,032	\$501,763	\$12 and bonus \$3 for 1906	8 1/2 % \$18 1/2 sales
FIRE INSURANCES.							
China Fire Insurance Company, Limited	5,000	\$100	\$20	\$1,000,000 \$146,007 \$1,146,007	\$372,433	\$6 and bonus \$2 for 1906	7 1/2 % \$106
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,250,000 \$125,944 \$1,375,944	\$428,037	\$27 for 1906	8 1/2 % \$330
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,500 \$264,038 \$271,538	\$1,035	\$1 for 1906	5 1/2 % \$13 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$500,000 \$99,007 \$599,007	Nil.	\$2 1/2 for year ending 30.6.1908	7 1/2 % \$35 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$12,000 \$187,966 \$199,966	\$17,755	\$1 1/2 for first half-year ending 30.6.08	8 1/2 % \$20 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$10,000 \$120,000 \$130,000	£13,755	{6/- for 1907 on Preference shares only @ 1/2 ex 1/9 11/16 = \$5.154	5 1/2 % {37 Tls. 47 1/2
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	£5	£5	\$10,000 \$120,000 \$130,000	£13,755	Interim of Tls. 14 for account 1908	7 1/2 % {Tls. 51 1/2 buyers
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	Tls. 50	Tls. 50	Tls. 75,000 £720,000 £795,000	Tls. 14,510	Second Interim of 1/- for a/c 1908	7 1/2 % {45/-
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$10,000 \$10,000 \$20,000	\$98	{1/- for year ending 30.4.1908	4 1/2 % \$23 1/2 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$5,000 \$47,221 \$52,221	£8,007	Final of Tls. 2 1/2 making Tls. 5 for 1907	11 % Tls. 45 sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 42,479 Tls. 7,000 Tls. 49,479	Tls. 6,869	\$8 for year ending 31.12.06	11 % \$12 1/2 buyers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$20,000 \$25,538 \$45,538	Dr. \$279,371	\$1 1/2 for year ending 31.12.06	11 % \$18
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$7,000 \$16,848 \$23,848	Dr. \$135,123	Final of 1/6 (coupon No. 11) for year end- ing 29.2.08	11 % Tls. 100 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 1,000,000 Tls. 1,100,000	Tls. 9,173	Final of 1/6 (coupon No. 11) for year end- ing 29.2.08	11 % Tls. 100 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000 £12,289 £187,289	£11,556	Final of 1/6 (coupon No. 11) for year end- ing 29.2.08	7 % Tls. 10 1/2 sales
Robt Australian Gold Mining Company, Limited	150,000	£1	£1	£150,000 £12,289 £162,289	Dr. £2,101	No. 12 of 1/- = 48 cts.	11 % \$8 1/2 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$53,601 \$503,601	\$3,726	\$1.75 for year ending 31.12.06	11 % \$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$26,806 \$3,026,806	\$8,556	Final of \$1 1/2 making \$3 1/2 for 1907	7 1/2 % \$45 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$76,191 \$2,576,191	\$284,847	Interim of \$4 for account 1903	8 1/2 % \$92 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 697,257 Tls. 1,697,257	Tls. 137,742	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	6 1/2 % Tls. 76 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 3,600,000 Tls. 75,000 Tls. 3,675,000	Tls. 22,626	Interim of Tls. 4 for account 1908	11 % Tls. 155 sales
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	35,000	Tls. 100	Tls. 100	Tls. 3,500,000 \$30,000 \$3,530,000	Dr. \$4,300	Tls. 6 for 1907	6 % Tls. 103 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$750,000 \$1,000 \$751,000	Dr. \$9,178	\$2 1/2 for year ending 30.6.07	5 1/2 % \$16 1/2 buyers
Central Stores, Limited	50,125	\$15	\$15	\$751,875 \$548,973 \$1,300,848	\$14,639	\$1.80 for 1906	11 % \$90 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$23,000 \$623,000	\$26,475	Interim of \$3 for account 1908	7 % \$9 1/2 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$27,436 \$5,027,436	\$4,621	Final of \$3 1/2 making \$7 for 1908	8 % \$9 b. ex div.
Humphreys' Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$50,000 \$1,550,000	\$5,621	70 cents for 1907	7 1/2 % \$9 1/2 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 none \$300,000	\$5,621	\$1 1/2 for 1907	5 1/2 % \$33 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 1,523,045 Tls. 5,423,045	Tls. 107,547	Interim of Tls. 3 for account 1908	7 % Tls. 120 sales
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 none \$625,000	\$1,968	Final of \$2 making \$4 for 1908	9 % \$44 ex d. sellers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000 Tls. 45,939 \$795,939	Tls. 8,820	Tls. 5 for year ended 31.10.1908	5 1/2 % Tls. 86
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$20,000 \$1,270,000	\$9,553	50 cents for year ending 31.7.08	5 1/2 % \$9 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 175,000 Tls. 925,000	Tls. 8,372	Tls. 6 for year ended 30.9.06 (8 %)	11 % Tls. 70 buyers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 6,308 Tls. 806,308	Tls. 6,308	Tls. 8 for 1906	11 % Tls. 80
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000 Tls. 28,257 Tls. 228,257	Tls. 50,663	Tls. 50 for 1906	11 % Tls. 280 sellers
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	\$1,500 \$25,000 \$26,500	£648	1/10th per share for 1907 = \$1.037	11 1/2 % \$9 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$107 \$720,107	Nil.	\$1.20 for 1907	10 1/2 % \$11 1/2 sa. and b.
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$107 \$500,107	£61,138	60 cents for year ended 28.2.06	8 % \$5
China Do. Do. special shares	50,000	\$10	\$10	\$500,000 \$107 \$500,107	£61,138	80 cents for 1907	8 % \$5 sa. and b.
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$10,000 \$1,260,000	\$5,939	\$1.50 for year ending 31.7.08	5 1/2 % \$14 sellers
Dairy Farm Company, Limited	25,000	\$4	\$4	\$100,000 \$8,000 \$108,000	\$48	Interim of 40 cents for account 1908	10 % \$9 1/2 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$5,000 \$4,005,000	\$5,078	75 cents for 9 months ending 31.12.07	8 % \$12 buyers
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$5,000 \$125,000	\$5,939	\$2 for year ending 28.2.08	10 % \$19
Hall & Holts, Limited	20,000	\$20	\$20	\$400,000 \$186,000 \$586,000	\$8,957	\$1 and bonus 20 cts. for year ending 29.2.08	8 1/2 % \$22 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$10,000 \$610,000	\$9,321	Interim of \$4 for account 1903	8 1/2 % \$220 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$10,000 \$135,000	\$4,578	Interim of \$1 for account 1908	7 1/2 % \$25 1/2 sa. and b.
Hongkong Rope Manufacturing Company, Ltd.	60,500	\$10	\$10	\$605,000 \$10,000 \$615,000	\$8,101	4th Quarterly div. of Tls. 10 and bonus of Tls. 10 making \$50 to date	5 1/2 % Tls. 850 sales
Manchappi tot Mijl, Bosch en Landbouw- plooiatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 2,500,000 Tls. 27,503 Tls. 2,527,503	Tls. 17,127	80 cents on fully paid shares and 6 cents on 8 1/2 paid shares for year ending 30.4.08	6 % \$14
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$10,000 \$260,000	\$7,471	None	4 % \$3
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000 \$10,000 \$510,000	Nil.	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 % Tls. 121 sales
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$10,000 \$760,000	Nil.	Final of Tls. 9 making 14 Tls. 14 for 1907	11 1/2 % Tls. 122 1/2 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000 Tls. 24,820 Tls. 1,224,820	Tls. 8,492	Final of 37/6 making 37/6 for 1907	11 1/2 % Tls. 437 1/2 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 Tls. 24,820 Tls. 624,820	Tls. 8,492	40 cents for year ending 31.5.08	7 1/2 % Tls. 51 sales
Shanghai Waterworks Company, Limited	16,150	£20	£20	\$323,000 \$10,000 \$333,000	Dr. \$56,622	Tls. 6 1/2 for year ending 30.4.07	5 % Tls. 94 buyers
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$10,000 \$160,000	Dr. \$56,622	80 cents on 9,500 ord. shares and \$19.50 on 100 Founders shares for yr. end. 31.5.07	6 1/2 % \$13 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000 \$10,000 \$110,000	Dr. \$56,622	Interim of 30 cents a/c 1908	6 1/2 % \$9 1/2 sa. and b.
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000 Tls. 15,000 Tls. 215,000	Tls. 201	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	6 1/2 % \$4
Union Steamboat Company, Limited	50,000	\$10	\$10	\$500,000 \$10,000 \$510,000	\$5,160		
United Asbestos Oriental Agency, Limited	20,000	\$10	\$10	\$200,000 \$10,000 \$210,000	\$6,418		
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$10,000 \$910,000	\$3,95		
William Powell, Limited	15,000	\$7	\$7	\$105,000 \$10,000 \$115,000	none		

* These shares are entitled to half of the profits

DIVIDENDS PAYABLE:—

Hongkong & Shanghai B'ing Corporation
Shanghai Land Investment Co., Ltd.
Hongkong and Whampoa Dock Company
Hongkong, Canton & Macao Steamboat Co.

£2.5/-
Tls. 5
\$4
\$12

February 22nd

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & Co., General Managers.

Hongkong, 15th August, 1908.

O. C. MOOSA, 1 & 3, D'AGUIAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS,

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IN WHITE, BLACK & COLORS.

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Samples on application. Coast

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Hongkong, 10th September, 1908.

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AN APPEAL.

THE SUPERIORITY of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

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THE TRIALS OF MASTER MARINERS.

(26th January.)

From the present appearance of things it seems possible that if the master mariner would retain his command without endangering the interests of his owners or adding to his own difficulties, he must in the near future become not merely an experienced navigator but also a detective as well as an expert on international law. It is already a well known fact that many masters of vessels have been mulcted in enormous sums in Singapore for having concealed opium on board, although ample evidence has been submitted to show that every effort had been made by the captain and his officers to prevent smuggling and to act in accordance with the law. But should some clever individual succeed in outwitting the officers and the drug be found aboard by myrmidons of the Opium Farm, who have been apprised of the concealment by an informer, it is the captain who has to bear the brunt. Again, should a vessel trading to Australia or America, be allowed to escape on shore while the ship is in port the master is liable to a heavy fine, although of course he has done his utmost to prevent the escape not merely because he desires to abide by the law but also in his own interests. Now it is claimed that the master must answer for the behaviour of stowaways, and in dealing with this question some decidedly unfair remarks were made at the Federal Chamber in Australia against the officers and crews of vessels who unfortunately found themselves carrying unauthorised passengers. The Minister of External Affairs in the Commonwealth, Mr. Batchelor, has, we are told, come to the conclusion that certain Chinese who were discovered on board the steamship *Eastern* could not have been on board for such a length of time as the journey from the Orient had occupied without the fact having been known by some members of the crew. Then, after delivering himself of this piece of superfluous wisdom, remarks the Sydney *Evening News* in dealing with this subject, the Minister takes a rest, while the Prime Minister, in his turn, tackles the problem. Mr. Fisher says he cannot understand how the ship's responsible officers can be wholly unacquainted with the presence of so many stowaways. Thus, between Mr. Batchelor and Mr. Fisher, we find that collusion is suspected on the part of the entire ship's company. And, as a result of this consensus of opinion, there is a Bill in preparation which throws upon shipowners the responsibility for stowaways of the prescribed description being found on board their vessels. Ministers, however, are evidently unaware of the genius for hiding in such fashion which seems peculiarly to belong to the Chinese. Indeed, only those who have experienced the skill and ability, continues our contemporary, together with the capacity for endurance possessed by these wily people when determined on getting a free passage, can realise the difficulty which lies in detection. Of course, as Mr. Batchelor so cleverly discovered, there are always participants in the business among the crew. But the ship's officers have other matters to attend to, besides searching for stowaways while in Eastern ports. And no matter how drastic a measure may be introduced to deal with the trouble, it is pretty safe to say that, either among the cargo, in the bunkers, in the ventilators, in the smoke stack itself, even hanging on to the rudder, by hook or by crook, somehow or somewhere there will always be stowaways from China. Such is the view taken by the *News* and it is needless to say that in the main the shipping community will agree with the justice of these conclusions. An officer would be a fool to blight his career in the Far East by countenancing the presence of stowaways on board his ship for the sake of a few dollars, no matter how hard pushed he might be financially. It is the plain sailorman, and few of these, who have little to lose and much to gain becomes an accessory to the surreptitious stowage of undesirable "cargo" and leads his aid to keep it in concealment. At the same time, it is unusual for any member of the crew to go out of his way to find any of those unscrupulous individuals who ship off coolies to unknown lands. It is usually the scheming boarding-house keeper who deluges the ignorant "farmers" with specious tales of the riches in store for them in Australia or elsewhere, and robs them of all their money, who is to blame for hiding the coolies in out-of-the-way places on board ship. If the prime instigator of the scheme can manage to suborn some of the crew to assist him in his plan so much the better for him, but it is safe to say that the boarding-house keeper resists the greater reward and takes the lesser risk of discovery. However, the captain is to be held responsible under the law, which is another proof that law and justice are not invariably interchangeable terms.

AMERICAN TRADE ON THE PACIFIC.

For some years past, merchants on the Pacific coast have been keenly alive to the possibilities of the Orient as an outlet for the disposal of surplus stock. The difficulty has been to secure the necessary transportation facilities. Unless low rates were procurable it was obvious that exporters could not contend profitably with European houses established in China and Japan. Lately the laws of the United States have made it increasingly difficult for shipowners to offer such terms as would prove equally remunerative to them

HOCHI.

(27th January.)

Thunders of cannon's recognition announced the fact that His Imperial Majesty the German Emperor was celebrating his birthday to-day. Out in the Far East, we are away from the turmoil and tumult of disturbance so far as it affects friendly nations. We have got a wider outlook, a longer perspective and a clearer idea of the procession of events than is possible to the ordinary individual who depends upon mere hearsay from day to day. These inconsequent views do not appeal to the gentleman known as the man-in-the-street, because he has no appreciation of the relations existing between the two nations. But out in this Colony, where many of our most respected citizens are the subjects of the Emperor William the fact is recognised that the two Saxon nations have every reason to be on the best of terms, which is best evidenced by the fact that there is scarcely a board of directors on which they are not represented. We know the true value of their presence. The same feeling of fellowship prevails in Shanghai and Singapore, and although at times matters have been strained internationally there has never been the slightest symptom of odiousness from the path of friendship between individual Germans and Britishers. Even those who do not have a banking order from German communion, always hold respect and esteem for one of the most orderly, industrious and able sections of the community. The Kaiser's fiftieth birthday is marked by rejoicings sufficient to acclaim the occasion, and he would be a poor, mean-spirited person who refused to join in celebrating the greatest descendant of the great Frederick. To our German friends, therefore, we offer our salutations with an extra special "Hoch dem Kaiser" as a small return for their contribution towards the uplifting of the Colony of Hongkong.

IN OLDEN DAYS.

Many and various are the views held in Hongkong as to the desirability of having a Municipal Council in Hongkong appointed under conditions similar to those in force in the Shanghai Settlement or in Singapore. On such a subject it is natural that every British subject should have his own personal

IDEAS, CULLED FROM HIS EXPERIENCE OF LOCAL OR PAROCHIAL INSTITUTIONS OF THE SAME CHARACTER IN HONGKONG.

That there is any possibility of such a scheme being adopted is another question, especially in a Crown Colony, although it should not be overlooked that in the West Indian colonies which are governed on practically identical principles to those adopted in Hongkong, have their municipal councils elected by the people. It may be said, as a matter of fact, that any proposal to have a municipal council here, composed entirely of unofficial representatives with an official of the Government as president, is as far distant as the Greek Kalends. At the same time, the subject crops up now and again, and what has attracted our attention to the matter is the fact that almost exactly 40 years ago the residents of Hongkong were then discussing the problem, and wondering whether they could, by means of earnest agitation, secure the establishment of a municipal council. For some time past, the *Shanghai Mercury* has been quoting from the newspaper published in Hongkong and Shanghai in those remote days, when fortunes were being made and the meaning of toil as it is understood to-day was unknown, and among the curious items which are recorded is one referring to this question. The date, when the article in question was published was 23rd January, 1869, and apparently the proposal for the establishment of a city council had taken definite shape. According to the writer of the time the principal source of complaint was the excessive cost at which the existing system was maintained. "Not only is the cost great but the residents have no voice in its administration." We have certainly advanced in respect of unofficial representation, but how far that advancement has proceeded or how effective the representation has been proved to be when the official element is opposed to the opinions and suggestions of the people's elected members may fittingly be left to the judgment of the reader. The police force in 1869, affords a vast contrast to the force as we know it to-day. We quote: "The police force, too, while it is too large in numbers for the work it has to perform and is a steady burden on the ratepayers, is found to be most inefficient. Intended to preserve order and discipline and to detect crime amongst a population of rowdy English sailors and determined Chinese gamblers and thieves, it can scarcely be believed that it consists almost entirely of Sikhs speaking only their own language, and being ignorant equally of the manners and speech of the two main classes of the population with which they have to deal." In no respect can the force, even as regards the Indians, compare with that of the present day, for, in the first place, nobody would contend that it is excessively recruited nor can it be maintained that the Sikhs are, generally speaking, ignorant of colloquial Chinese. As to their efficiency in cases of emergencies, or their ability to direct or hold converse with Europeans it is not probable that they have advanced far beyond the primary stage, a few members being notable exceptions. The writer then had a fling at the Legislative Council and its higher authority which critics have been known to describe as the Star Chamber. In this connection, the remarks of the writer who paraphrased Hongkong comments may be submitted. He said: "It is felt likewise that the members of the Legislative and Executive Councils being few in number, and having other duties to perform, do not care to interest themselves personally, and that in consequence the whole charge is given over to paid officials. Employed too with their duties as legislators, and accustomed to make laws binding in their strictest sense, they cannot adopt that tone towards the body of taxpayers at large which an elective executive could afford to do." Proceeding from those comments the Shanghai journalist held that compared with the state of Shanghai, Hongkong, offered a curious contrast. While municipal institutions had made Great Britain what it was, it seemed strange that the one spot in the Far East which acknowledged British law should be also that where British subjects had least liberty of action. "We do not see any particular reason for this. When Hongkong was first ceded to the British Crown the experiment of municipal government had not been tried in the East, but now that the lapse of twenty years has proved it not only practical but that the action of the municipal institutions has really evolved out of a chaos far worse than Hongkong ever was; the existing council at Shanghai, with what we may call its annual parliaments, we do not think there need be any fear of local and Imperial interests clashing in the Colony." So that Shanghai looked on complacently while Hongkong was struggling for local control. "It may be the case," continued the journalist of 1869 "that the very absence of central power and the want of any sharply drawn limit has forced the council here to adapt itself to the circumstances of the case. Like the British Constitution itself, it is a compromise, now advancing a step and anon yielding from pressure from without is put upon it. It can at all events be said of it that it has been a powerful engine for the preservation of order; that, composed as it is of men of different nationalities, it has never lent itself to political squabbles; that its authority existing as it does mainly by prescription is willingly submitted to by the many residents; and that in fine it has ever been found by the officials a valuable aid in the due preservation of law and order." And there the quotation ends, Shanghai being supremely content with the advantage it had gained over Hongkong. That the Shanghai Municipal Council has done excellent work in the interval cannot be denied.

MR. JUSTICE WISE.

(28th January.)

Nobody more than the journalistic profession in Hongkong would deplore the resignation of Mr. Justice A. G. Wise. His acumen and ability were not merely self-evident, but they expressed themselves in ways which do not appeal to the general public as a rule. For one thing he lightened the dull platitudes of the Bench by an unconscious humour which sprang spontaneously from his being. Many a time a purely technical case, in which there was not the faintest gleam of interest, was enlivened by the ready repartee and choice *bon mots*, which were cast as pearls from the Bench amid a drear atmosphere. If, as we take it, the resignation is certain, the twinkle of Mr. Justice Wise's eye, the sharp return, the ability to sum up a complainant's case in less than two shakes, mark a vacuum in the law as administered in this Colony. Far too often the precise interpretation of law stunts and demoralises a man's ability to recognise the sinner side of humanity. Never so in the case of Mr. Justice Wise, who remained a man, a man at law, and a good comrade. When we say that the resignation of Mr. Wise will be felt, especially by those who are not entitled to appear before him in their official capacity, we mean that a large body of suitors will miss his cheery countenance over even minor details, such as small debt actions. So far as we have discovered, Mr. Justice Wise was not wedded to law *qua* law; he believed in the principle of equity, and that his decisions were governed by both of these great principles was amply demonstrated in the fact that few of his decisions were ever appealed against and remarkably few reversed. In many respects Mr. Justice Wise was a model judge. It is curious to hear that he was not an Irishman, because his affability, versatility and adaptability were traits belonging peculiarly to that country. Nobody has more regrets that Mr. Justice Wise should resign the position to which he had attained than the members of the Press in Hongkong. Long ago the gentleman who calls himself "Pro Bono Publico" has nominated Mr. Wise for the supreme position in the Hongkong Judiciary. Fortune was not with him apparently and Mr. Justice Wise retires as a pulvis judge. It is impossible to believe that in his rejuvenated home he will be less active than he was in Hongkong. It is absolutely certain that his *bonhomie* style will not find an outlet in homeland circles. A few more of the character, ability and energy of Mr. Justice Wise, to say nothing of his irresistible humour, will go a long way towards making the conditions in Hongkong palatable. We can only give an old toast: "Happy to meet sorry to part, happy to meet again."

SUGAR IN THE STATES.

We have frequently referred to the anomaly of America's refusal to admit the Philippines to equal privileges in so far as native products are concerned. That condition of things has been brought about by the trusts, which still dominate the great republic. A feeling among the better-class papers has evidently been aroused, probably through the efforts of the Commission held at Washington, at which Mr. Brownson Rea was one of the principal witnesses on behalf of the sugar planters of the archipelago. The *San Francisco Chronicle* observes, in a recent issue, that the figures of production and consumption of sugar in the United States just made public by the Bureau of Statistics are conclusive evidence that the sugar product of the Philippines, however large it may come to be, can be admitted free of duty into this country without the least danger of injury to any established American industry. The beet sugar product of the United States is larger than the cane sugar product. In the year covered by the statistics just issued but 39 per cent of the sugar used in this country was supplied by the United States and its dependencies, while 61 per cent was imported from foreign countries. For that year the dispatch states that the quantity brought from our island possessions was larger than in any previous years; the quantity produced at home exceeded that of any other year; the quantity exported was larger than in any year of the past decade, and the per capita consumption was the largest ever recorded, an average of 88.6 pounds for each man, woman and child of continental United States. Under such circumstances, with both imports, domestic production and per capita consumption regularly and rapidly increasing, it can be nothing but unduly tempered hogliness which can lead any one to oppose doing simple justice to the people of the Philippines, whom we compelled by armed forces to submit to our rule. They did not ask us in. We forced ourselves upon them; killing, incidentally, in the operation some thousands of the deluded islanders who could not be brought to realize the disinterestedness of our motives, the benevolence of our people or the blessedness of our rule. Since we insisted on governing the Philippines, we took upon ourselves the imperative duty of governing them in their interests and not those of ourselves. If we pretend to any attitude other than that of ruthless conquerors, it is our duty to govern the Philippines precisely as

The Hongkong Telegraph.

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, JANUARY 30, 1909.

AFTER THE NEW YEAR.

(25th January.)

While the celebrations in connection with the Chinese New Year may not be concluded in the case of those who adhere rigidly to old customs and have the necessary wherewithal to continue the festivities, yesterday was generally recognised as putting an end to the period which the Chinese commercial community in Hongkong is prepared to set apart for recognition of the annual festi-

val. The result is that to-day Hongkong has resumed somewhat of its wonted aspect and the evidences of the revelry have practically disappeared. Whether the celebrations this year have been equal to those of previous occasions is entirely a matter of opinion, since there exists a variety of views on the subject, but if the votive offerings to the harbinger of prosperity may be accepted as any criterion of the extent of the success required it would seem that there are many who have no lingering regrets that the past year has gone. There are several reasons why this should be the case, principally connected with the difficulty of estimating the course of silver in dealing with forward orders, the reduced purchasing power of those resident in the two Kwang Provinces, due to climatic influences and native unrest, the vagaries of the yarn market which was threatened by the Japanese invasion, and various other causes which scarcely need repetition. From the European point of view last year ended nearly a month ago, when all that was necessary to remark in the way of retrospect was recorded, but from the standpoint of the Colony, the new year really begins now, considering the importance of the Chinese element in the trade of Hongkong. It has frequently been said by shallow onlookers that all the Chinese in the Colony might emigrate to Canton to-morrow and still the commercial prosperity and prospects of the Colony would remain unimpaired, although trade might be temporarily disorganised. But such a contention will not bear investigation for a single moment. The myopia to which these observers are subject is probably caused by the reticent nature of Chinese merchants to air their views in public and the comparatively small effort they seem to make in order to push themselves or their business into prominence. Nevertheless, it is generally admitted by the greater European firms represented and established in Hongkong that without the co-operation of the Chinese much of the success which has attended their operations is attributable to the active association of the native community in fostering and lending a helping hand to the import and export of foreign and Chinese products. Even if that success during the past year has been of a negligible quantity it has still been of a character to stave off the losses which would otherwise have had to be reported. The power of the Chinese merchant up to the present time has lain in inaction rather than the reverse, as has been evidenced by the usage to which the Chinese have put the boycott policy, but every sign points to the coming of the day when the Chinese will be in a position to adopt stronger measures and take the initiative when their interests are threatened. It is for that reason we have consistently pointed out how disastrous to the Colony would be the departure of the shrewd, intelligent and experienced traders to the mainland. Already they know to a hairbreadth the weaknesses of the Colony, and with that knowledge, combined with the resourcefulness and originality of the Cantonese, there would be created at the gates of the Colony a power fit to wreck the commercial edifice which has been so laboriously built by the early trading community of the island. Fortunately, our Chinese neighbours show no disposition to disregard the advantages which accrue to them by living under British rule and, so to speak, playing the game according to Western ideas. Canton may be a wonderful incubator of progressive views, but it is also a hotbed of fanatics who are reformers one day, reactionaries the next and self-seekers all the time. It is for that reason, among many others, that the far-sighted Chinese merchants in Hongkong elect to pursue their avocations under the aegis of the British Government, and so long as they are not led astray by the ratiocinations of agitators and continue to be regarded with that respect to which their diligence, industry and character entitle them, there is little likelihood that they will seek another venue for the exercise of those commercial abilities with which a bountiful nature has so liberally endowed them. These observations have led us a considerable distance from the original theme, but they are not unconnected with any contemplation of what the new year may have in store for the Chinese as well as the Colony as a whole. Just as the closing twelve months of the 34th year of the reign of Kwang Hsu has been fraught with eventful happenings, so the opening period of the new reign is certain to be marked by characteristics the ultimate effect of which it is impossible to foretell. At the very outset we have the Opium Commission at Shanghai attended by numerous delegates pledged to the reform of the opium traffic and an Imperial Government in Great Britain favourably disposed to consider the fulminations of irresponsible fanatics. Then there is the indication that the Chinese authorities in the various Provinces are beginning to see the force of inaugurating a universal uniform currency, and a prospect of silver reaching a higher value than it has done for some years past. Railways are extending, and even work on the Canton-Hankow line seems to be progressing—at a snail's gallop it is true, but still progressing. The conditions at the capital of South China appear to be settling into a more ordered array, which would augur well for the future, but, nevertheless, a feeling of uncertainty as to what is in the womb of time must prevail. We can only trust that events will turn out to the interest of the Chinese, so that the Colony which already occupies such a difficult position financially may be enabled to look backward with some degree of satisfaction and regard the future with all the complacency it can command.

West Point Murder.

SENTENCE OF DEATH PASSED.

JURY'S RECOMMENDATION
TO MERCY.

The charge brought against Chan Tsun and five other coolies in connection with the murder of their employer (Sam Cheung) at West Point in November last, began at the Criminal Sessions last Thursday morning.

The Chief Justice (Sir Francis Pigott) presided. Mr. W. Rees Davies, K.C. (Attorney General), with whom was Mr. R. Dennis (of the Crown Solicitor's office) appeared for the Crown. Mr. H. G. Calhoun, instructed by Mr. O'D. Thomson, was for the defendants. The following were the jurymen empanelled: Messrs. Peter Davidson (foreman), R. D. Galloway, F. F. Nicholson, John Lysaght, A. O. Dicks, A. S. Curry and C. H. W. Westbury.

Outlining the particulars of the case, which have already been reported, the Attorney-General said that the six prisoners were on trial for murder. The affair, he said, took place at West Point at seven o'clock on the 27th November. The murdered man was named Sam Cheung, the master of the Kwong Sui Cheung ship, of Des Voeux Road West, a rigger dealer. All of the defendants were at one time in his employment. According to a servant girl, the most important witness for the prosecution, the dispute arose over the master refusing to discharge one of his women labourers. The result was that all his folk left him. The evidence for the prosecution consisted chiefly of two eye-witnesses. The servant girl, aged sixteen, knew all the defendants very well as she lived in the premises with them. On the evening in question she was sent out on a mission and on her way back, at the entrance to Chung Hing Street, a lane turning into Des Voeux Road, she saw, up ahead of her, all of whom she recognized as her master's folk, assaulting him. She saw the first defendant stab the man with a knife, the others holding him by the queue and fisting him. The girl became alarmed and ran away, reporting the matter to her mistress on arrival home.

All the defendants ran away, when they had seen the serious position in which they stood, and the shop master, bleeding and weak, returned to his house, and a doctor was called. The servant girl's evidence was corroborated by a man named Sam Hui, who also saw the deceased being beaten. No. 1 defendant saw strike deceased, who called "save life," No. 2 also struck, No. 3 kicked, and according to the depositions, "the rest beat the man at random." When this witness went out the men ran away, and he gave information to the police. At the time the assault took place the street lamps were well lighted, the shop near which the assault took place had its lights burning brightly, and the witnesses had the opportunity of seeing the attackers properly. Sam Cheung was taken to hospital where it was found that he was suffering from a curved wound which pierced the skull and, according to the doctor, it was caused by a heavy blade knife. There was also another stab wound at the back of his neck which passed through the spinal column. The man rallied for a time, but on 1st December he became bad and had to be operated on, but he did not live. The cause of death was due to a fractured skull. Continuing, the Attorney-General added that from the moment deceased gained admission to the hospital the doctor considered his case hopeless.

On the night of the assault three men were arrested in Second Street, and in consequence of information received the others were captured in different places. The Attorney-General then dwelt on the question of identification, which, he said, was very important in this case. Two knives, he pursued, were found in the house of the first defendant. These were handed over to the police by the owner of the house and on being examined by the Government Analyst blood was found on both. The prosecution, however, did not attach much importance on that as the doctor stated that the knives were not consistent with the wounds.

Dr. W. V. Koch, superintendent of the Government Civil Hospital, was then called, and he gave in detail the nature of the wounds which he found on the deceased at the time he was admitted to hospital. The evidence of the two eye-witnesses followed and their story corroborated what is given above.

After the evidence statements were made by the defendants. The first three denied leaving their house on the night in question—the others denied taking part in the assault.

In the afternoon the Attorney-General, after the speech of the defence, made a most eloquent address to the jury which lasted some time, the legal gentleman dealing elaborately with every point in the case.

His Lordship then summed up, and the jury retired to consider their verdict. They returned twenty minutes later, and the foreman handed to the Chief Justice a list of questions which showed that they wanted some elucidation of the evidence.

His Lordship, after consulting with the Attorney-General and Mr. Calhoun, said that the questions could not be answered, as the law could not allow it. The most important question asked was whether the deceased had identified any of the prisoners. The jury retired again and returned a verdict of guilty against all of the six men, with a recommendation to mercy.

His Lordship said he had no power to entertain any recommendation to mercy. If that was what they wanted they should send their recommendation to the Governor to whom all such things go.

The death sentence was then passed on all the prisoners.

ASHORE ON HORSBURG REEF.

The Straits Times of 21st inst. says:—Captain Domenico, of the Italian steamer *Copri*, which arrived from Hongkong yesterday, en route to Bombay, reports that at 3.30 o'clock yesterday morning, in avoiding a sailing tongkang, the vessel went ashore on the reef at Horsburgh Lighthouse and remained there till 5.45 a.m., when she got off without assistance and with but little damage. She will go into dry dock to have her hull examined.

The West River Sensation.

CHINESE OFFICIAL OFFERS BRIBE.

WANTED THE TROUBLE ENDED
THERE AND THEN.

Some time last week, the reader will remember, exclusive information reached us of an exciting experience. Captain J. S. Lewington had while leaving Samahai harbour on his vessel, the *Chan Po*.

Briefly, the facts were these. On the 14th instant, at about four p.m., the *Chan Po*, while proceeding up river, collided with a raft, which was in the middle of the fairway to avoid going ashore, which otherwise would have happened. No sooner had this happened than the skipper heard two shots fired from the bank, one of the bullets missing his nose by an inch. When he heard the first shot, he thought it was accidental, but on the second shot being fired, Captain Lewington actually saw a man, belonging to a guard boat, in a kneeling position, bringing his rifle down from his shoulder. As soon as he got clear of the raft, he anchored his ship, armed himself with a revolver, and "laid in his boat" abreast of the guard boat. He demanded an explanation from an official, and getting none—a not satisfactory one—the *Chan Po* skipper proceeded on his way and reported the matter to the Consul-General at Canton later.

That the Consul at Canton is moving in the matter (says our Wuchow correspondent) is shown by an incident which occurred a few days ago. It is reported that two or three days after the incident had occurred a Chinese official called at the office of the agent of the *Chan Po*, and offered him a bribe of \$200 to hush up the affair. The offer, of course, refused, and according to our correspondent "the official has since disappeared."

The guard-boat near where the *Chan Po* was fired at, has been removed from its position elsewhere.

The matter is now in the hands of the British Minister at Peking.

THE RAUB AUSTRALIAN GOLD MINING COMPANY, LIMITED.

GENERAL MANAGER'S MONTHLY REPORT
TO THE SHAREHOLDERS.

The following report to the shareholders is made by the General Manager of the Raub Australian Gold Mining Company, Limited, for the four weeks ending January 2:

Gentlemen,—I herewith beg to submit my report on your mining and milling operations. The mine measurement and assay returns of prospecting work shows a total of 94ft. for the period (4 weeks) under review, made up of 42ft. sinking, 16ft. driving, 45ft. crosscutting and 30ft. of prospecting work as against 1,076ft. for the previous four weeks.

MINES.

Koman, 540ft. Drive South.—This has been driven 54ft, making a total of 94ft. The lode 46in. wide and 3ft. 3in. deep.

540ft. Level, Drive North.—This has been extended 8ft, bringing the total to 50ft. The end has been very poor, but now shows an improvement in appearance.

440ft. Level, Drive South.—To this has been added 12ft, making a total of 50ft. The lode 40in. wide, gives 3ft. 3in. deep.

440ft. Level, North No. 1 Winze.—At about 100ft. North of the shaft and after cutting in 7ft, a wire has been started and sunk 6ft. It is intended to connect this to the 540ft. level, on the Foot Wall Lode.

340ft. Level, Drive South in Stope.—This has been driven 9ft, making a total of 106ft. The lode 44in. wide is worth 1 dwt.

Crosscutting for Stope-filling.—266ft. Stopes.—Above the 440ft. level, 2 stopes; Lode 90in. wide and worth 7½ dwt.

Above the 340ft. level, 2 stopes; Lode 90in. wide and worth 14 dwt.

Above the 240ft. level, 1 stop; Lode 83in. wide and worth 2½ dwt.

STOPE MINE.

160ft. Level, Drive South.—This has been taken from 912 to 944 on a lode 87in. wide and worth 2½ dwt. per ton.

60ft. Level, South Winze.—This has been sunk 6ft, making a total of 27ft. The lode 18in. wide is worth 10 dwt.

Crosscutting for Stope-filling.—214ft. Stopes.—Above the 60ft. level, 1 stop; Lode 99in. wide and worth 3½ dwt.

ANDERSON SHAFT.

This has been sunk 18ft, making a total depth of 258ft. The top of the opening out sets of timber has been fixed. It is expected that crosscutting to the lode will commence about the middle of the coming month.

BUKIT MALACCA.

No. 1 Level, South of No. 1 Shaft.—This has been advanced 18ft, making a total 37ft. The lode 42in. wide and worth 3 dwt.

No. 2 Level, South Crown East.—On a second bank met in this cross, drives have been taken 21 and 11ft. to the north and south on a lode 52in. wide, worth 9½ dwt.

These drives are being continued.

Stopes.—Two have been worked on a lode 76in. wide and worth 5½ dwt.

Surface and Underground Prospecting.—300ft. of this kind of work has been done.

GENERAL.

The station at the 540ft. Level in Koman is finished and space is now being made for the cistern.

From the Wilsey Tables 20.9 tons of concentrates have been won, worth 2.22 cwt. per ton. Mill Returns for the same period are as follows:—

KOMAN.

40 Stamps; ran 28 days less 1.083 days for clean up and repairs.

Hunington Mill ran 28 days less 88 days for clean up and repairs.

One Crushed: Koman 1,905

Stops 5,014

Total 5,919 tons.

Amalgam Collected 3,734,000 lbs. producing:

Retorted Gold 1,067.75 "

Smelted Gold 1,048.80 "

Average yield per ton 5.32 dwt.

" value of tailings 52 "

BUKIT MALACCA.

No. 1 Mill ran 28.3 days crushing 333 tons of

Mine ore and 2,115

tons surface ore.

Total crushed 3,548 tons.

Amalgam Collected 333,000 lbs. yielding:

Retorted Gold 120.00 "

Smelted Gold 118.00 "

Average yield per ton 1.008 dwt.

" value of tailings 6.267 "

Amalgam 1,577,000 lbs.

Smelted Gold 1,100.80 cwt.

Average yield per ton 914.82 "

" value of tailings 572 dwt.

W. H. MASON,

General Manager.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

ANNUAL MEETING.

28th inst.

The twenty-first ordinary meeting of shareholders in the Hongkong Land Investment and Agency Company, Limited, was held at the Company's offices, Victoria Buildings, in the forenoon to-day, for the purpose of receiving the report of the directors, together with statement of accounts, for the year ending 31st December, 1908. There were present:—Hon. Mr. W. J. Gresson (presiding), Sir Paul Chater, Messrs. C. S. Gubbay, H. P. White, G. Friedland, E. M. Shellim, H. A. Siebs (directors), A. Shelton Hooper (secretary), J. M. E. Machado, H. N. Mody, J. A. Jupp, Frederick Ellis, A. Rodger, H. Percy Smith, W. E. Clarke, and D. R. Moss.

The secretary read the notice calling the meeting.

The Chairman said:—Gentlemen, I propose with your permission to take the report and accounts as read. Dealing first with the balance sheet, I have to point out that our investments are practically the same as for the previous year, the difference being a slight increase in amount advanced on Mortgage some \$12,000, and a decrease of \$13,000 in our property investments. This decrease is due to the sale of a portion of the Godown property on "Paya East" formerly occupied by the Kowloon Wharf and Godown Company. The balance of the original lot is in course of conversion into Dwelling Houses and the laying out of a new street from Queen's Road East to Praya East. This street will be acquired and paid for by the Government. This re-development of the property was necessary by the transfer of the Godown business to other districts. Turning to profit and loss account you will observe that profits on the year's working are \$148,950.58 as against \$364,723.85 in 1907, a decrease of \$166,673.27 brought about by the additional repairs necessitated by the typhoon of July last. Rents for the whole year, notwithstanding the loss of \$12,000 which was incurred by the Godowns which I have referred to in the course of conversion, are virtually the same as last year. In Interest and Charges Accounts, the slight differences are, I am pleased to say, on the right side. If any further information is desired, I shall be pleased to offer it, before formally moving the adoption of the Report and Accounts.

No questions were asked.

The Chairman moved the adoption of the report and accounts.

Mr. Jupp, in seconding, said: I think on the whole we may agree, considering the severe depression in property and trade generally during the past year that we have every reason to be satisfied with the result of the year's working.

The motion was unanimously adopted.

Mr. Machado moved that the appointment of Messrs. Brodersen, Gubbay, and Siebs as directors be confirmed.

Mr. Mody seconded.

Mr. F. Ellis moved that Messrs. White and Siebs be re-elected directors.

Mr. Rodger seconded.

Mr. W. E. Clarke proposed the re-election of Messrs. J. Cox Edwards and H. Percy Smith as auditors of the Company.

Mr. Ellis seconded.

The Chairman: Dividend warrants will be ready on application. Thank you for your attendance.

The following is the report:—

"Gentlemen,—The Directors have now to submit to you a general statement of the affairs of the Company, and balance sheet for the year ending 31st December, 1908.

The net profits for that period, including \$36,915.47 balance brought forward from last account, after paying all charges, amount to \$384,975.12. From this amount an interim dividend of \$3.50 per share has already been paid. It is now proposed to pay a final dividend of \$3.50 per share, and after writing off Directors' and Auditor's fees there remains a balance of \$26,475.12 to be carried forward to the credit of a new profit and loss account.

DIRECTORS.

Messrs. A. Fuchs and A. J. Raymond having resigned, Messrs. C. G. R. Brodersen and C. S. Gubbay were invited to join the Board in their places and these appointments now require confirmation.

Mr. C. G. R. Brodersen having died, Mr. H. A. Siebs has been invited to fill the vacancy, and his appointment now requires confirmation.

Messrs. H. P. White and H. A. Siebs now retire by rotation, but offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. J. Cox Edwards and H. Percy Smith, who now retire, but offer themselves for re-election.

W. J. GRESSON,
Chairman.

Hongkong, 12th January, 1909.

BALANCE SHEET 31ST DECEMBER, 1908.

Capital.—Paid-up Capital, £5,000,000.00
Equalization of dividend fund..... 250,000.00
Accounts payable..... 1,632,036.18
Balance of profit and loss account..... \$384,975.12
Less interim dividend paid..... 175,000.00
209,975.12

Assets.
Cash..... \$5,846.73
Amount advanced on mortgage..... 945,950.00
Amount invested in property..... 6,089,258.19
Furniture Account..... 4,277.92
Accounts Receivable..... 47,980.46
\$7,992,011.30

PROFIT AND LOSS ACCOUNT.
For the year ending 31st December, 1908.
To interim dividend of 31 per cent.
For the half-year..... \$175,000.00
To charges account..... 28,918.20
To repairs to house property..... 35,104.70
To advertising..... 884.85
To fire insurance..... 20,372.38
To interest on loans..... 901.79
To less interest on mortgages..... 82,386.64
15,792.63

To balance to be appropriated as follows:
To directors' fees..... 7,500.00
To auditors' fees..... 5,000.00
To final dividend of 31 per cent for the half-year..... 175,000.00
To balance to be carried to new account..... 26,475.12
209,975.12

By undivided profits 1907..... \$36,915.47
By balance brought forward..... 1,632,036.18
By commission..... 9,332.95
By scrip fees..... 137.00
\$4,009,401.60

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

ANNUAL MEETING.

28th inst.

The eighth ordinary meeting of shareholders of the Hongkong Land Reclamation Company, Limited, was held at the Company's offices, Victoria Buildings, in the forenoon to-day, for the purpose of receiving the report of the directors, together with statement of accounts, for the year ending 31st December, 1908. There were present:—Hon. Mr. W. J. Gresson (in the chair), Hon. Mr. W. J. Gresson, Sir Paul Chater, Messrs. E. Shellim, C. S. Gubbay (directors), Ho Fook, Ho Kom Tong, J. C. Peter, C. H. Ross, Lo Cheung Shiu, M. Percy Smith, A. E. Asger, J. Hughes, A. Shelton Hooper, J. E. Sethi and Mowbray S. Northcote, secretary.

The Chairman said:—Gentlemen, the Report and Statement of Accounts having been in your hands for the past week we may, I think, take them as read. The reclamation of Kowloon Marine Lot 49 has now been completed, and, except for a final sum of some \$11,500 due to the Contractor, is paid for, leaving us in possession of an area of 420,533 sq. feet over the whole lot. The completion of this work has absorbed such funds as we had out at interest over and above the amounts invested in mortgages, and this fact accounts mainly for the decrease shown on the Balance Sheet under the heading of Interest. No new reclamation works have been undertaken during the year under review, nor have any sales been effected. We are, however, able to maintain our dividend of seven per cent. from the balance brought forward from last account, and after payment thereof to carry forward a sum of \$17,000.23, a guarantee of a like dividend for some years to come even if no sales be made in the meantime. Before finally moving the adoption of the Report and Accounts I shall be pleased to answer to the best of my ability any questions you may wish to ask.

No questions were asked and the motion was put.

Mr. Percy Smith seconded.

Carried unanimously.

Mr. Peter moved that the election of Mr. O. S. Gubbay as a director be confirmed.

Mr. Ho Fook seconded.

Agreed.

Mr. Ho Kom Tong moved the re-election of Messrs. E. Shellim and C. S. Gubbay as directors.

Agreed.

Mr. Lo Cheung Shiu seconded.

Agreed.

Mr. Ross proposed that Messrs. W. H. Potts and A. O. D. Gourdin be re-appointed auditors.

Mr. Seth seconded.

Agreed.

The Chairman:—That is all the business, gentlemen. Dividend warrants will be ready to-morrow morning on application.

A FILIPINO SQUABBLE.

CLAIM FOR BOARD AND LODGING.

"It is a great pity that such humble people should run into litigation for petty affairs and not settle the matter with their friends," said Mr. Justice Gompertz, in the Supreme Court, last Thursday morning.

Manuel Gonzales, residing at 21, Wing Lee Street, sued Antonio Rosco, of the Hongkong Cinematograph, to recover the sum of \$70, alleged to be due to him for board and lodging from 1st April to 29th December last.

Mr. Otto Kong Sing was for the plaintiff, and Mr. Gromer Smith for the defendant.

Briefly, the plaintiff's case was that defendant and his wife while in his house in April, the price arranged being \$10 per month. The couple left in December without paying.

The defendant's story was that he and his wife lived with plaintiff for nine months and when they left off sleeping in the house the sum of \$70 was given to plaintiff. On the 31st December defendant decided to leave the place altogether. He sent a friend with \$10 (all he owed to plaintiff) with orders to get his boxes. The plaintiff, however, refused to give up his property. That the defendant was that plaintiff's wife went to defendant's flat and abused him. He left the house and went to the cinematograph, but the plaintiff stopped him in the street, saying that he would not allow defendant to go another fifty yards. Plaintiff's wife was not present then. Defendant complained to his employer, who requested him to pay what he owed and to save further trouble. Next day defendant went to the house with an Indian policeman and paid plaintiff's wife the \$10, taking away his property.

Cross-examined, defendant said that on 29th December he owed plaintiff \$10, which was not due till the 31st. The reason why plaintiff troubled him before the end of the month was because he was leaving the house. He did not pawn his clothes to pay the bill. He was getting only \$15 at the cinematograph. Since August he had earned \$75, and in order to pay the \$70 to plaintiff he had to borrow the balance from Patecho of the Post Office.

Mr. Kong Sing:—When these people refused to give you boxes you took a policeman there?—Yes.

And the policeman advised them to give you back your property and you to pay them the \$10?—Yes.

Have you any receipts for the money you alleged you paid to the plaintiff?—He never gave me any.

Mr. Justice Gompertz:—When you first went there was any definite sum agreed on?—\$10—everybody paid \$10.

You mean to say there were other people there?—Yes.

How many meals a day did you get?—Two. Did you have a bed?—Yes.

Your own bed or the plaintiff's bed?—Plaintiff's.

Did you get a room?—No. I slept in the corridor.

I understand that you paid the plaintiff the same sum whether you had lodgings with him or not?—Yes.

Indian sergeant No. 522 said that at the end of December he was sent with the defendant to a house in Wing Lee Street. When he got there defendant called a woman from the second floor, paid her \$10, and got a tin box. Witness asked the woman if all was right. She said "Yes."

Cross-examined:—They still kept "fighting" after the \$10 was paid—the plaintiff kept on asking for a long time. He did not advise the woman to hand over the box. He was sent there by the inspector. Witness and the defendant did not go there and bullied (laughter)—the woman into handing over the box in the absence of her husband.

In giving his decision his Lordship said he did not know which story to believe. He was of opinion, however, that the defendant had paid something, and gave judgment for the plaintiff for \$34 and costs. His Lordship then referred to humble people rushing into litigation as given above.

RETURN OF VISITORS TO THE CITY HALL LIBRARY AND MUSEUM FOR THE WEEK ENDING THE 24th JANUARY, 1909, (EXCLUDING CHINESE NEW YEAR'S DAY).

Library. Museum.

Non-Chinese..... 176..... 108

Chinese..... 76..... 168

Total..... 252..... 276

THE WEST POINT BUILDING COMPANY, LIMITED.

ANNUAL MEETING.

28th inst.

The twenty-first ordinary meeting of shareholders in the West Point Building Company, Limited, was held at the Company's offices, Victoria Buildings, in the forenoon to-day, for the purpose of receiving the report of the directors, together with statement of accounts, for the year ending 31st December, 1908. Sir Paul Chater (chairman of directors) presided; others present were:—Hon. Mr. W. J. Gresson, Messrs. C. S. Gubbay, J. W. C. Bonnar (directors), Ho Kom Tong, Lo Cheung Shiu, J. M. E. Machado, F. Maitland, E. Shellim, F. S. Forrest, and A. Shelton Hooper, secretary.

The secretary read the notice calling the meeting.

The Chairman said:—Gentlemen, I will, with your permission, take the Report and Accounts as read. The lease of the whole of your property being still current the gross return from rents remains unchanged; turning to the other side of the Profit and Loss Account you will, however, notice an increased expenditure under the heading "Repairs to Buildings," due to the severe typhoon experienced by the Colony in July last, and in view of the fact that those repairs are not yet completed, some portion of the cost thereof having to be borne on the accounts for the current year, your Directors deem it advisable to pay a slightly decreased dividend for the closing half of 1908 enabling them to carry forward a somewhat larger balance to, in part, meet this expenditure and therefore recommend a Dividend of only \$2.00 per share which they trust will meet with your approval.

The Chairman proposed the adoption of the report and accounts.

ALLEGED EMBEZZLEMENT.

SERIOUS CHARGE AGAINST SHROFF.

The case in which Wong Chiu Man, a shroff in the employ of Mr. & Co., was charged the other day with the alleged larceny of \$5,321, the property of Mr. & Co., came on for hearing before Mr. J. R. Wood, Second Police Magistrate, at the Magistrate's Court this afternoon. The charge, as alleged, was for larceny to the value of \$5,321. Detective Sergeant Terrett watched the case on behalf of the Police, while the defendant was unrepresented.

Lo Ching, master of the Hop Hing Loong firm, was the first witness to be called to the box to give evidence. He said that he carried on business at 266, Des Voeux Road West. He knew the defendant. He also knew Mr. & Co., with whom he had business dealings for over ten years. Defendant was in the habit of receiving money on behalf of Mr. & Co. for about two or three years. Witness kept account books showing the amounts paid to Mr. & Co. (Books produced). Witness' evidence went to show that some time last year, three entries were made of money paid into Mr. & Co., for which receipts were subsequently given. The three entries taken together totalled \$5,321.

A curious circumstance occurred while the proceedings were still in progress. Mr. Smith, who was to have defended the alleged embezzler when the case first came up, was surprised to find that the case had been taken up, as he thought it was decided to be dropped. Mr. Smith, who walked into the Court while the witness' evidence was being taken, said: "I understand that the case was to be dropped, and consequently, nothing has been done. I think it is hardly fair that the case should go on now."

Mr. Wood: It is perfectly fair. I decide that the case should go on.

After further evidence was taken, the case was remanded till 2.15 to-morrow afternoon.

ROBBERIES NEAR YAU-MA-TI.

TWO HOUSES AT TAI-KOK-TSUI LOOTED.

Tai-kok-tsi, situated at the northern side of Yau-ma-ti, was the scene of another armed robbery, which was committed at an early hour last Monday morning. Two houses in the village were raided simultaneously and a large quantity of property was stolen. Full particulars were not to hand at the time of writing, but from what headquarters received, it would appear that some twenty men—some carrying torches, others knives, and a few revolvers—attacked two houses at almost the same time. In what way they gained admittance was not stated. The robbers, however, bound and gagged the inmates, some of whom were women, and stole about \$500 worth of valuables from each house. Their departure was hastened by the barking of a number of dogs. When the outrages became known the police were informed, and a party of villagers proceeded to track the rascals.

QUEEN'S DEATH AT SAIGON.

STORY OF REMARKABLE REBELLION REVIVED.

Regarding the recent death of the mother of the Myingoon Prince at Saigon, in her 84th year, the following further particulars may prove of interest. Her death removes one of the few remaining queens of King Myingoon, and recalls the story of her son's rebellion against his father forty-two years ago. In that rebellion, Myingoon seems to have murdered his uncle, the heir-apparent, and then to have escaped to British Territory, where he was placed under slight restraint, and whence he escaped to the Shan States and Karenni, where he tried to foment further trouble and disaffection against his father, one of the best and most peaceable monarchs who ever ruled in Burma. Some months later, the Myingoon made his way secretly to Rangoon, wearing in men to his service in different parts of their country. Early in 1867, he was captured by a but at Kemendiga by the late Mr. Roderick MacLeod and a Burma policeman, who was afterwards made a myook and died a pensioner. On this occasion the Government transferred the Myingoon to Chabun.

From British India the Myingoon made his escape to a P. & O. steamer and was kept for some time at Pondicherry, and then transferred to Saigon. His followers, many of whom were in P. & O. uniforms, used to send him money, and talked very loudly of what he was going to do in 1865, at the time of the British advance against Thabau, but the Myingoon himself did nothing. Now, he is an old man nearer 70 years than 60, and is unfitted for any exertion or exposure, and further off than ever from being a leader of men. Burma, the people know, has passed for ever to the British Crown. Such ceremonies as he chooses to have at his mother's funeral in Saigon, the French authorities will no doubt readily acquiesce in, but the Myingoon's remaining relatives in Burma have not seen him for nearly half a century, and would certainly not follow any directions he may choose to issue from a far off and foreign land, where he is a State prisoner.—*Strait Times*.

FIRE IN BANGKOK.

ABOUT A HUNDRED HOUSES DESTROYED.

At four o'clock this morning, reports the *Strait Times*, a fire broke out from the vicinity of Yowai Road showed that a large fire had broken out thereabouts. In a short time it was ascertained that the fire was raging along the Krok Kowan Lane. The Fire Brigade from the Chinese Hospital close by first reached the scene, closely followed by the San Yee Police Station, and the Electricity Co.'s brigade, while the Chinese Merchant Brigade showed up in an appearance. The water in the adjacent Klong was very low, there being only about 1 ft. The brigades used water from the Wa's well, and soon got the fire in hand. When the fire started the wind was blowing gently from the West, but during the progress of the blaze it veered round to the South and the fire crept over the Amla Kang Joss House to Sapan Poh Lane where it was arrested.

A few buildings including some shops in Yowai Road, a grant many in Krok Kowan Lane, and a number in Sapan Poh Lane were destroyed.

A remarkable incident was the complete escape of the Amla Kang Joss House. Though it stood in the direct track of the flames the fire seemed to leap over it, and the Joss House came out of the conflagration unscathed.

The origin of the fire seems to have been the cooking place of a Chinese who had not time to take some cakes, and through some mischance allowed his surroundings to catch alight. As far as can be ascertained at present there were no fatalities. One Chinese was injured by falling from a roof while assisting to suppress the fire.

Amongst the buildings destroyed were a number of well-built shops. The particulars of losses were not available.

MANY CONTRACTS.

ERECTING CRANES AT KOWLOON CAUSE, FOR ACTION.

An interesting action between two contractors was brought before Mr. Justice Gompertz in the Summary Jurisdiction Court last Thursday. Chung San, Wa, carrying on business at 101, Queen's Road East, brought a claim against the Lun Cha Company, 68, Des Voeux Road Central, to recover \$70, balance, it was alleged, for work done.

The plaintiff was represented by Mr. Leo d'Almeida, a Castro. Mr. Gompertz Smith was for the defendant firm.

It was stated in the plaintiff's cause that in August of last year Messrs. Butterfield & Swire entered into a contract with Messrs. Geo. Fenwick and Company to erect three cranes on Messrs. Holte's wharf at Kowloon. Messrs. Fenwick engaged the defendants to do the work, and the defendants sublet the contract to plaintiff. The agreement was that the whole of the work should be done for \$145. In December last the work was completed. Since the work of erecting the cranes was begun the defendants had from time to time advanced certain sums of money, amounting in all to \$66, to the plaintiff. At the conclusion there remained a balance of \$79, which was still outstanding.

The defendant's solicitor took an objection to the contract. He said that the contract was entered into between the plaintiff and a man named Chu Kam Fook, and therefore, the plaintiff could not sue the Lun Cha Company. He asked for judgment for the defendants.

Mr. d'Almeida—I am able to prove that Chu Kam Fook is a partner in the Lun Cha firm. The case was adjourned.

"BAN LIONG" DISABLED.

TOWED BACK TO SINGAPORE.

Yesterday the *Ban Liong* steamer *Ban Poh Guan*, Capt. Smith, returned to Singapore having in tow the *Ban Liong* Capt. Winter, belonging to the firm Ban Keng, reports the *Singapore Free Press* of 20th inst.

Capt. Smith reports that on 1st 1.23 south and long 107.32 east he was hailed by a disabled steamer on Saturday afternoon at 3 p.m. He went down on the vessel and found she was the *Ban Liong*, which left Singapore on the 14th from Bassemassim. She was disabled, all small being broken. The chief officer of the *Ban Liong*, Mr. G. D. Wilson, came off in the ship's boat with a line. This, the heavy seas notwithstanding, was safely not on board the *Ban Poh Guan*, and hawsers were passed between the vessels. Mr. Wilson had a ducking as he got back to his vessel, as the boat capsized owing to the violence of the seas. The hawsers being fairly made fast, the *Ban Poh Guan* commenced to tow, but the strain was too great, and they parted. The mate of the *Ban Poh Guan* then attempted to pass a line on board the *Ban Liong*, but after two attempts, this had to be given up till next (Sunday) morning. This attempt was successful, and the *Ban Poh Guan* brought her charge in after a tow of about 25 miles.

The *Ban Poh Guan* continues her voyage to-day, and the repairs to the *Ban Liong*, which now lies in the Roads, will be taken in hand.

THE PANAMA CANAL.

PROGRESS AND PROSPECTS.

At a meeting of the Royal Geographical Society in the theatre of Burlington House, London, Dr. Vaughan Cornish read a paper entitled "The Panama Canal in 1908." The president, Major Leonard Darwin, occupied the chair. The Cornish, whose lecture was illustrated by a number of lantern views, said that during April of the present year he made a careful examination with the sanction of the American Government, of the Panama Canal works and of the conditions of life on the isthmus. He found that the organization had been perfected since his previous visit in January, 1907, and that the work was proceeding smoothly and with such despatch that if the present rate of progress should be maintained the canal would be opened in 1912. Yellow fever had been eradicated and malaria so greatly reduced that it no longer threatened the progress of the work. Four thousand men were employed, including 6,000 European navies, mostly Spaniards. The wives and children of the American employees enjoyed good health in the isthmus, and not only did law and order prevail, but the social life was already that of a well-ordered and respectable community.

A GIANTIC PROJECT.

The construction of the canal, Dr. Cornish pointed out, involved two tasks: excavation and the construction of dams and locks. The great feature of the scheme was the great dam at Gatun, which would retain a lake 164 square miles in area, or thrice the size of Lake Maggiore. From shore to shore the canal would be 41 miles long, but to reach deep water four miles must be dredged at either side, so that the whole length would be 49 miles, of which about nine miles had to be excavated in hard rock. The Spooner Act, the law under which the canal was being constructed, laid down that it should be self-sufficient in capacity and depth as shall afford convenient passage for vessels of the largest tonnage and greatest draught now in use, and such as may reasonably be expected. Accordingly the following dimensions had been selected:—(1) A minimum depth of 41 feet (2) a minimum bottom width of 200 feet in the Culebra cut; (3) a working length of 1,000 feet in each lock and a working width of 110 feet. It was calculated that the whole canal, including locks and canal, the latter being maintained at an 85 foot level—would occupy from eight to ten hours. On this basis forty ships could be put through in 24 hours from the Atlantic to the Pacific, or two fleets of twenty ships, if passing simultaneously in opposite directions.

EFFECT ON OCEAN ROUTES.

The most impressive view of the canal works, Dr. Cornish continued, was obtained by alighting at Culebra Station, on the Panama Railway, and proceeding to the western side of the cut. After describing the improved labour conditions under which the work was being carried on Dr. Cornish pointed out that the object of a ship canal was to shorten sea distances, and discussed the extent to which the Panama Canal was likely to fulfil this object. According to the calculations of the United States Hydrographic Bureau, he stated, the reduction in the steaming distance from New York to Panama, or any port on the Pacific Coast of America north of Panama, would be 8,400 miles. From New York to ports on the American Pacific Coast south of Panama the reduction ranged from 8,400 miles to about 1,000 miles. The corresponding reduction in the steaming distance from Liverpool to the same coasts ranged from 6,000 to 2,600 miles. The figures for Antwerp were about the same. From New York to Yokohama, via San Francisco the reduction was 5,720 miles bringing the Japanese port 1,805 miles nearer to New York than to Liverpool, and New York to Yough-I the reduction was 1,625 miles, which 41 Liverpool 525 miles

near to Shanghai. The Panama Canal would not shorten the distance between New York and Hongkong, Suva being still the shorter route, and even to Manila the reduction via Panama was only 30 miles; moreover, this small reduction was by way of San Francisco and Yokohama. The all-Pacific route from New York to Manila, via Panama, Honolulu, and Guam, was 12,100 miles longer than that via Suva. As one proceeded farther south in the Pacific, however, the Panama route again became the shorter from New York. Thus the distance to Sydney was shortened by 3,800 miles (via Tahiti), the distance being 2,380 miles less than that between Liverpool and Sydney. The Panama route was also shorter to the Colon, to the Pacific, to the Straits of Magellan. There was also a reduction of distance between Liverpool and the northern parts of the Siberian coast. Otherwise the Panama Canal did not shorten distances between European ports and ports having been short-circuited by the construction of the Suez Canal. New Orleans and other ports on the Mexican Gulf obtained even greater reduction of sea distance to Pacific ports than that obtained by New York and the important island of Jamaica, with its spacious harbour of Kingston, would be placed in a position of centrality for world commerce which it did not at present enjoy. That the canal would greatly increase the importance of Jamaica as a member of the British Empire there could be no doubt.

LACK OF AMERICAN SPIRIT.

In conclusion Dr. Cornish stated that the reduction in the distance between important ports which he had indicated afforded a measure of the potential commercial advantages of the Panama Canal. But the actual commercial advantage of a ship canal depended equally upon a second factor—the available ship tonnage. Supposing the Panama Canal were open at the present time there would be hardly any United States ships to use it, except in the transport between home ports, from which ships flying foreign flags were barred. There was not a single steamer flying the Stars and Stripes trading between United States ports and those of Brazil, the Argentine, Chile, or Peru. The mails from New York and other Atlantic ports in the States to Brazil and the Argentine went via Europe, so that in this respect New York was for practical purposes 3,000 miles farther off than Europe from those South American countries. Ships receiving the United States mail subsidy—the only form of subsidy given—had to be American built, manned by Americans, and the diet of the sailors was prescribed by law. As Senator Depew had said—"The labour unions have rightly and properly taken care of their wages. The result is that the cost of wages and food to our American ships under American conditions across the Pacific is double that of European or Japanese steamers." Thus it was evident, Dr. Cornish stated, that in spite of geographical advantages there was a pressing need for progress in the United States, that the canal was being built with American money for the use of Europe. Up to the middle of the current year, the United States Government had expended on the canal 125,000,000 dollars including 50,000,000 dollars to the New Panama Canal Company and the Republic of Panama. The total amount authorized to be appropriated by the Congressional Act of June 1902, was 125,000,000 dollars, but Colonel Goetz, the chairman of the Canal Commission, had stated in evidence at the beginning of this year, that the canal would cost at least 250,000,000 dollars, and possibly as much as 500,000,000 dollars. With these figures might be contrasted the cost of the Suez Canal, 90,000,000 dollars; of the Manchester Ship Canal, 75,000,000 dollars; and of the Kiel Canal, 40,000,000 dollars.

A discussion followed and the proceedings terminated with a vote of thanks to the lecturer.

THROUGH A TYPHOON.

"MANILA" ARRIVES AT SYDNEY.

With the homeward-bound pennant flying from the masthead, and a naval band playing national airs on the main deck, the German steamer *Manila*, of the fleet of the Norddeutscher Lloyd, attracted a great deal of attention yesterday afternoon as she steamed into the harbour to her berth at the Circular Quay, reports the *Sydney Morning Herald* of 30th inst.

The reason for this unusual demonstration was the fact that the time-expired ship's company of H.I.G.M.S. *Planet* was on board, bound from the islands to Germany.

The *Manila* commenced her voyage from Hongkong on the 4th inst., and on the following day ran into a typhoon of exceptional severity. The wind blew with hurricane force, and the sea was running mountain high. Although the vessel behaved splendidly under adverse conditions, she rolled and pitched in the heavy seas.

For two days she was buffeted by the tempest. Great volumes of water found their way on the decks, and at frequent intervals green seas broke right over the vessel. The officers of the *Manila* state that the barometer readings indicated that the steamer was very close to the centre of the typhoon.

Rapid progress under such circumstances was impossible, and as a result *Manila* was reached two days behind time. Fortunately, however, the vessel came through her trying ordeal without the slightest damage. The opinion was expressed that this typhoon was the last of the season.

After contending against a strong north-easterly monsoon and a heavy swell, the *Manila* reached Yap, the new port of call for American ships in the Caroline Islands, on the 14th inst. Native troubles at Ponape have quieted down, there is little possibility of another uprising. The visits paid by the Government yacht *Seydlitz* and the German warships and the landing of large detachments of military and native police from the Bismarck Archipelago greatly impressed the natives of Ponape.

It was subsequently ascertained, however, on arrival at Simonshafen, in New Britain, that the German warship *Condor* was shortly to be dispatched on another visit to the Carolines. *Condor* and the *Jaguar* were in port at Simonshafen when the *Manila* called.

Matters were reported to be extremely quiet both at Friedrich Wilhelmshafen, in German New Guinea, and at Simonshafen, in New Britain. The little communities were very prosperous, and it was reported on all hands that the export trade was being very rapidly developed. As evidence of this fact, a shipmaster here in the Caroline Islands, on the 14th inst. at Simonshafen, reported that the *Manila* to be transhipped at Sydney for the Continent.

CANTON DAY BY DAY.

DEPUTY FOREIGN AFFAIRS.

[From Our Own Correspondent.]

Canton, 25th January.
Taotai Ng Kwong Kie, Deputy of Foreign Affairs attached to the Viceroy's viceroy, left here this morning for Shanghai on official business and he will not return until some time next month.

THE OPIUM QUESTION.

The present Kwangchow Prefect, Ko Kun Chueh, has been appointed by the Viceroy to act as Proctor of the Official Anti-Opium Department.

THE EAST YEAR.

As the close of the Chinese year drew near, rumours prevailed among the native population, especially in mandarin circles, that the officials therefore appeared to be in a state of alarm. The Viceroy was said to have received information from various sources advising him of the movements of the outlaws, and H.E. therefore had his attention specially directed to arranging matters for readiness against emergency. Stringent orders were given to both civil and military officials throughout the city to exercise their utmost vigilance in taking precautionary measures; the streets in the city during the past few days were strongly patrolled, the number of men being greatly increased; police officers, accompanied by their subordinates, patrolled the streets during the night. In the harbour, Admiral Li Chuan was ordered to keep a sharp look out with the four newly-built auxiliary draft cruisers. It is now pleasant to think that the last year of the Kwangyuan has passed quietly without the least sign of trouble. Speaking generally, the trade of the different branches in this city during the past year is considered satisfactory, and it is ascertained from native merchants that very few shops have failed.

THE "DARK DEATH SOCIETY."

On the second last day of the year, a certain person belonging to the Hongkong "Dark Death Society," visited a man named Ho Ying Cheung seated at Yau Lai Moon, who dealt in Japanese marine products secretly after the Japanese boycott, thereby causing a large loss to the "Dark Death Society" member, after conversing with Ho under the pretence of talking over business matters, drew out a knife and stabbed him on the right leg. An alarm was at once raised and the would-be assassin was arrested. The man, on being questioned, said that he had no intention to take Ho's life but only to give him a warning. He has been removed to the police station to be dealt with.

ITALY'S SORROW.

In compliance with the request of the Viceroy, the Canton Self-Government Society has issued subscription lists to solicit donations from the general public towards the funds for the relief of the sufferers by the recent earthquake calamities in South Italy.

TRAIN ACCIDENT.

On the 23rd instant, at about half-past eleven o'clock, a train came down a man of about forty years of age, while approaching Sai Chuan from Wong Foa. The unfortunate man was killed instantaneously, and his remains were afterwards removed to the Feng Ping Hospital.

AFTER THE NEW YEAR.

Yesterday, the Canton Arsenal, the Government Cement Factory, and the Government Paper Factory were all re-opened, and work was forthwith resumed after the Chinese New Year holidays.

LOCAL DELIBERATIVE COUNCIL.

Through the recommendation of H.E. Viceroy Chang Jen Chueh, Wong Ping Yung, formerly Taotai of the Prefecture of Yumchow and Linchow, has now been reinstated in his former rank and title. Taotai Wong has been appointed by the Viceroy to be a member of the Board of Directors of the proposed Canton Deliberative Council, to be formally opened on the 9th day of this month.

OFFICIALS TO BE REMOVED.

Viceroy H.E. Chang is dissatisfied with both the present Namchow Police Commissioner and the present Canton Police Commissioner, and they will shortly be removed from their offices. It is ascertained that Expectant District Magistrate Lau Hing Tong and Tong Shing Tsau will be appointed to replace the two officials.

CANTON-HANKOW RAILWAY.

H.E. Liang Ting Tung, a protégé of H.E. Chiang Chih Tung, who was formerly a provincial judge in Hoph, and recently retired from his post, arrived here on the 18th instant on board the steamer *Chiyun* from Shanghai and is now residing at Chang Fun Street inside the city. It is said that H.E. Liang's return to Canton is probably in connection with a commission to make an investigation into the working of the Canton-Hankow Railway Company, directed by H.E. Chang Chih Tung, as the latter official has special interests in the affairs of the company.

CANTON PROVINCIAL TREASURER.

A rumour is current here in official circles that the present Canton Provincial Treasurer, Wu Seung Lum is about to be transferred to another office and that the present Fukien Provincial Treasurer Sheng Ki Heng will be appointed to be his successor.

RAILWAY QUARTERS FILLOADED.

On the 17th instant, a gang of robbers attacked the railway workmen's quarters in Ching Yuen district of the Canton-Hankow Railway and completely ransacked the place, carrying away money and a quantity of articles. The inmates offered resistance with the aid of choppers and knives, ultimately killing one of them. Three of the workmen were also seriously wounded and are now lying in the Canton American Hospital for treatment.

ARREST OF PIRATES.

Yesterday, twelve pirates were brought to Canton, together with their boat, from Sam Chow, in the Suning district, where they were arrested by a military officer named Ho Wing Ching.

CANTON-HANKOW RAILWAY.

The period of mourning on account of the death of his parent having expired, Sir Chun Tang Liang Chueh, President of the Canton-Hankow Railway Company, is now desirous of proceeding to Peking to renew his official connections and he has therefore tendered his resignation to the Board of Directors of the Company. He has been refused.

GUMBOAT CAPTURES JUNK.

A week ago, a Chinese gunboat, while cruising about in the vicinity of Macao, came across a junk which looked suspicious. The commander of the gunboat therefore boarded the junk, which he found to be a Chinese junk, with a crew of three men, and one woman hidden in the hold. On being questioned, the woman told the commander that they were natives of the Yang Kong sub-prefecture, where their houses had been ransacked by robbers and they were themselves afterwards kidnapped, and that they were not aware of their ultimate destination. The junk was at once seized and brought to Canton together with those on board, to be handed over to Admiral Li Chuan for his disposal.

ROBBER ARRESTED.

TAN NGAN CHAO, THE ROBBER FOR WHOM APPREHENSION A REWARD OF \$2,000 HAD BEEN OFFERED BY THE OFFICIALS, WAS, THE OTHER DAY, ARRESTED IN THE CITY.

CANTON-MACAO RAILWAY.

The Viceroy has received from the Ministry of Posts and Communications a despatch, in which the Viceroy was informed that the cooperation for the construction of the Canton-Macao railway by Portuguese had been cancelled.

LAND REQUIRED FOR RAILWAY.

Owing to difficulties in purchasing land required for the railroad of the Canton-Hankow Railway, the Company has requested the local officials to purchase all necessary lands where the road has to pass on behalf of the Company at a commission of 5 per cent.

CULTIVATION OF MULBERRY TREES.

A welyen has arrived here from Fukien to study the cultivation of mulberry trees in this province and has bought 20,000 mulberry plants to take back to that province.

RAILWAY DEVELOPMENT.

The Viceroy has received a telegram from the Ministry of Posts and Communications advising him that two members of that Ministry (Messrs. Kwong and Hui) are proceeding to Canton to make a tour of inspection of the Suning and Chaochow Railway, and asking him to notify the above-mentioned companies with the fact.

INTERNATIONAL AMENITIES.

At 10 a.m. to-morrow morning, H.E. Viceroy Chang will receive the Hon. Leo Bernholz, American Consul-General at Canton, and on the same day H.E. will also receive the Japanese Consul.

LOCAL DELIBERATIVE COUNCIL.

It has been already reported that the proposed Canton Deliberative Council will be opened on the 9th day of this month, but owing to arrangements not being completed, it is now postponed to the 10th day of the same month.

DISABILITIES PLACED ON OPIUM-SMOKERS.

In accordance with instructions received from Peking, the Viceroy has given orders that no opium-smokers should be selected and admitted into the newly-formed Deliberative Council as members of the Board of Directors, and furthermore, that the smokers are to be allowed to vote at the Council.

PROVINCIAL EDUCATIONAL COMMISSIONER.

Mr. Ng Chun Sui is likely to be appointed by H.E. Chang Chih Tung Provincial Educational Commissioner at Hoph.

PROMOTION FOR OFFICIALS.

H.E. Viceroy Chang has recommended the following officials for promotion in token of valuable services rendered in connection with the suppression of the recent rioting at Yumchow. The Provincial Treasurer Wu Seung Lum, the ex-Provincial Judge Cheung Sik Fui, the Provincial Salt Commissioner, Ting Nai Yang and Taotai Chiu Yun Chuen and Wong Liang Put.

BANDITS RUN TO EARTH.

Two notorious robbers named Cho Ah Ki and Ng Chol were brought to Canton yesterday from Kuk Kong, where they were arrested.

IMMIGRATION TO BANGKOK.

IN 1908.

The following list shows the immigration to Bangkok during 1908 in ships arriving from the neighbouring ports:

	Cabin.	Deck.
Singapore.....	1,054	4,633
Hongkong.....	58	2,303
Swatow.....	19	45,158
Hoihow.....	1	9,748
Saigon.....	149	297
	1,291	62,139

The total number of both cabin and deck passengers is 65,424.

STRANGE TALK OF THE SEA.

WASHED OFF SHIP AND BACK AGAIN.

A thrilling story of the sea was told of the Danish brig *Hadilo*, which arrived at Falmouth on Saturday, 22 days overdue. When off the Falkland Islands the ship encountered a cyclone and snow blizzard. One of the cross-waves struck the vessel broadside on, and four men were swept overboard. Half an hour later, however, the returning wave from the other side washed two of the men back on to the deck, but the other two were still struggling in the raging sea.

One was rescued with a life-line and a sailor named Wainther, tying a rope round his waist, volunteered to save the other. In an exhausted condition himself, Wainther finally got the man, who was unconscious, to the side of the boat, and the sailors seized the latter by his sea-boots to drag him aboard, when the boat slipped off, and the unfortunate sailor, who was about 17 years old, disappeared beneath the waves.

COMMERCIAL.

FREIGHT MARKET.

Messrs. Lamke and Rogge write in their fortnightly circular Chinese New Year's day, the circular is published a day sooner than usual. The interval under review has seen the opening of the Saigon season, and during the early part of the fortnight charters have commenced operations for Hongkong, securing tonnage to the extent of some 350,000 piculs, whilst also from Saigon to Philippines a few steamers have been fixed. At the moment of writing there is no further inquiry from Saigon to this port, which is due to anticipation, while the local (Saigon) market is so quiet, the approaching sailing holidays and a factor interfering with business as usual.

As will be seen from the list of settlements, the rates obtained from Saigon to Hongkong are anything but brilliant, varying from 13 to 15 cents only, according to capacity of vessel. Happier conditions should, however, supervene during the next month or two, when the Northern markets are open, and there will not be such an overabundance of cargoes at present.

From Saigon to Philippines three fixtures have been transpired, freight in each case coming to about \$6,000, and Saigon to Java a 3,000 ton steamer secured a charter for early February loading at 22 1/2 cents per picul. There has been nothing doing from Saigon for other destinations, neither are there any requirements outwards from the Philippines, Java and Bangkok. A report from the latter port says that business at Hongkong is slightly improved though not sufficiently to allow of quick despatch for the regular liners; and any radical change for the better cannot set in until after the Chinese New Year.

From Tientsin to Canton some further charters have come to pass, rate as before 25 cents per picul. Coal freights from Japan remain steady for reasons previously set forth. Only small charters have been done from Moji to this at \$1.50. From Saigon to Hongkong a steamer was chartered at \$2. From Hongkong there will be no

further business until middle of next month, or even later.

Sail: Tonnage Loading, or to Long, for Baltimore and/or New York, 25,000 tons, 11/2 ft. 3,500 tons, arrived 9th October.

Sail: Tonnage Discharged, 10,000 tons, 11/2 ft. 3,500 tons, arrived 9th October.

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